

THE TT  
SPECIAL  
ISSUE

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TT QUATTRO  
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MARCH 2015 VOLUME 19 – ISSUE 3

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## THE TT SPECIAL ISSUE

**'This month we have concentrated on the TT, to coincide with the availability of the new model in the UK...'**

Published in the UK by AutoMetrix Publications, Campion House, 1 Greenfield Road, Westoning, Bedfordshire MK45 5JD. Telephone: 01525 750 500 Fax: 01525 750 700 E-mail: [mail@autometrix.co.uk](mailto:mail@autometrix.co.uk) Website: [www.autometrix.co.uk](http://www.autometrix.co.uk)

Printed in the UK by Magazine Printing Company using only paper from FSC/PEFC suppliers [www.magprint.co.uk](http://www.magprint.co.uk)

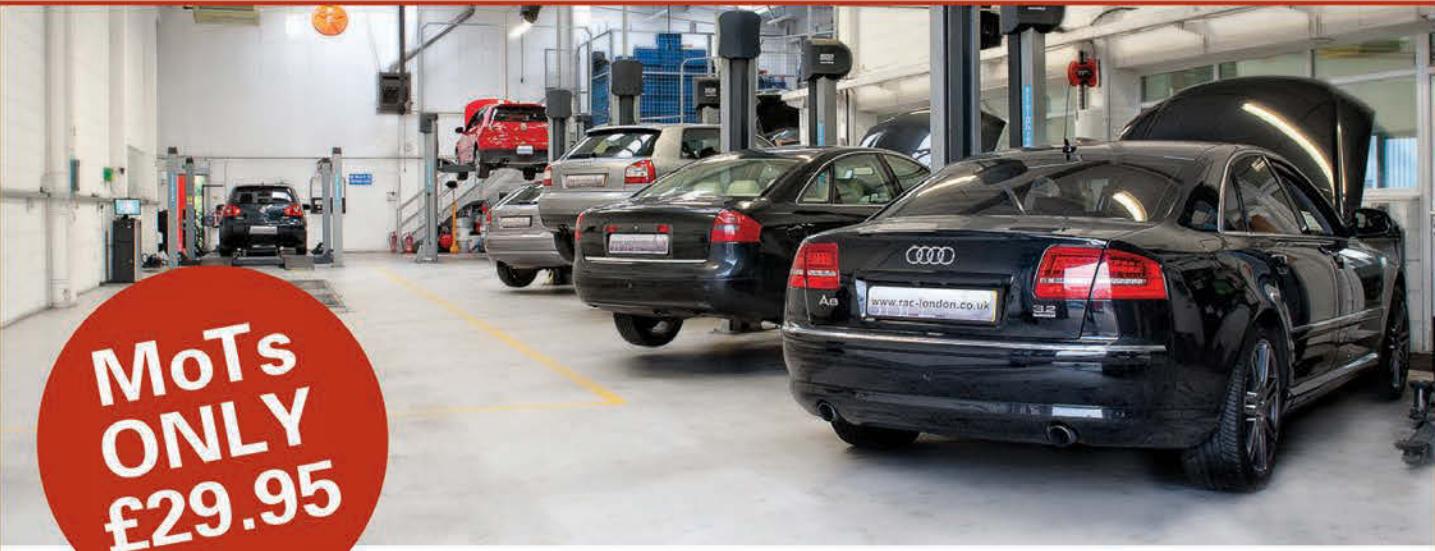
Worldwide distribution by Seymour Distribution, 2 East Poultry Ave., London, EC1A 9PT.

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*Cover:  
TT Roadster  
(see page 19)*

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# Catapult!

THOSE AUDIS which are fitted with the S tronic automatic gearbox, and some of the latest Tiptronic torque converter transmissions, are offered with a feature which is not possible when a manual gearbox is used. The feature is launch control, a means of accelerating away from rest extremely quickly.

Making use of launch control is simple. Make sure that the steering wheel is positioned directly ahead and that the engine is fully warm, deactivate the Stop-start system and Hold-assist if this is fitted. Now press the ESC button once (the one with the skid graphic on it) to deactivate the traction control system, press the Sport button if one is fitted or select Sport with the gear selector. When you have Drive Select, moving it to Dynamic will automatically put the car in Sport mode. Hold the car on the footbrake and then press the accelerator pedal fully down. You will find that the engine will rev to about 3000 rpm, depending on the model, and stay there.

As soon as you lift your foot from the brake pedal, the car will catapult forwards, giving you acceleration more rapid than anything you can achieve by normal manipulation (pedipulation?) of the pedals. In fact, the 0-62 mph acceleration figures which Audi publishes for models fitted with S tronic gearboxes often cannot be achieved unless you use launch control.

Inevitably, questions will be asked about the effect of launch control on the car's components, particularly the gearbox. S tronic gearboxes rely on clutches to transmit the drive and these must undergo more stress while launch control is being used. Having said that, Audi places no limit on the use of launch control and, in theory, it should be possible to use it time and time again without causing any damage or undue wear.

We did hear a rumour that, in the case of unexpected engine or gearbox failure, the control units would be interrogated to see how frequently launch control had been used, but we have no evidence that this has been the basis of refusing a warranty claim. Drivers' manuals certainly do not carry any warning about the frequency with which launch control can be used.

**'The 0-62 mph acceleration figures which Audi publishes for models fitted with S tronic gearboxes often cannot be achieved unless you use launch control...'**

What we do know is that the gearbox ECU has a counter which measures the number of times that launch control is used. Once it reaches 200, the launch control facility is deactivated and cannot be used again.

So, why would you want to use launch control? The answer is simple: to achieve the best possible acceleration away from rest. But when would you want to achieve this? We suspect that not many *Audi Driver* readers are boy racers and, in any case, the idea of using launch control to beat someone else away from traffic lights can be problematic.

We say this because there is one aspect of launch control which is seldom mentioned. In order for it to operate, the electronic stability system has to be turned off because it includes traction control and this cannot be allowed to interfere with the launch control process. Turning off the ESC by pressing the button on the facia doesn't just knock out the traction control aspect of the system: it also cancels the stability aspects. As we recently discovered, if one of the driven wheels is on a surface with different adhesion qualities to the other, there is a possibility that the car can become unstable as the powerful acceleration takes place. Recently, while driving an R8 and using launch control, one of our drivers found that the tail of the car was coming round extremely quickly!

With the possibility of that sort of thing happening, we wouldn't advise anyone to use launch control when alongside other vehicles. Usually, there will be no variation in the surfaces beneath the tyres, but that is not always the case and, with high-performance Audis, you are putting down a great deal of power.

There is one factor which can wipe out the advantage of using launch control. Don't forget that you can only use it if the traction control system is disabled. This means that one is totally reliant of the adhesion between the tyres and the roads and, if the surface is wet or slippery, the wheels will simply spin and your acceleration will be severely limited.

THIS MONTH we have concentrated on the TT, to coincide with the availability of the new model in the UK. Huge numbers of TTs have been imported over the years and there are thousands being sold secondhand. We hope that the articles in this issue, particularly Andrew Everett's words about buying at the cheapest end of the market, will help to guide you past some of the pitfalls.

In the past month we have had the opportunity to test both the TFSI and the TDI and we have combined our comments into a twin test. So much of the two cars are identical or similar and it is really just the powerplants which set them apart. Well, not far apart because, as you will see, there is not a great deal of difference when it comes to acceleration. On the other hand, the TDI does have a big advantage in terms of fuel consumption.

Both of these models had front-wheel drive and, as you see, we did have reservations about the steering under certain circumstances. Read about this in the twin test itself and, if you have bought one of the latest models with front-wheel drive, we would be delighted to hear what you have to say. We know, from previous experience, that quattros will be better in this respect, but the four-wheel-drive system is only available for the TFSI, at least currently. The Roadster version will be along soon to expand the range and so will the TTS, so there is plenty of excitement still to come. 

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REDEFINE NEW LIMITS

## Hybrids

I'VE BEEN reading with interest the articles about the A3 e-tron and other Audi hybrids on the horizon. But, in the magazine and, as far as I can tell, all other discussions about hybrids, there is one important factor that never seems to be covered.

This factor is the true cost per mile of fuel including the electricity to charge the battery. 176.6 mpg is quoted for the A3 e-tron, but this figure is meaningless if it is not combined with the cost to charge the battery (176.6 mpg is about 3p/mile).

I guess that the battery's capacity is about 20kWh. To charge it will take the equivalent of 20 1kW fire-bars for an hour. It would seem that at home it costs about 12p (including VAT) per kWh so, from empty, £2.40 will fill the battery – possibly every night! Presumably, however, the battery will not be empty at the end of each day and not require a complete refill. On this basis, a full charge and 31-mile range on battery only, this is about 8p per mile.

At this point, I fail to come to any conclusion as I don't know how often and how much charging is required. Clearly, one has to assume that to get 176.6mpg, the battery has to be used as much as possible (and costs more per mile). This may be the case in city driving, but may not be in more rural areas or for long distances.

Could *Audi Driver* magazine please put an A3 e-tron through its paces in a number of different driving conditions and include the battery charging costs and trade-off against the actual mpg figures achieved? In this way, it may be possible to get a realistic idea of the comparative cost of running a hybrid.

Personally, I like the idea of a car which recovers its kinetic energy for re-use instead of wearing out brakes, generating waste heat and using more fuel to regain its kinetic energy. As for plug-in charging, I'm not yet convinced.

**Andy Chapman**

## Engine noises

YOU WERE kind enough to publish my letter, some years ago, extolling the virtues of my B5 2.4. Since then I had moved on to a B7 TDI which gave three years of faithful service before, sadly, a blown turbo left me in something of a quandary: whether to pay over £1,000 in parts and labour or to replace the car with the later B8 which I had long admired. To my mind, the B8 seems to recapture the streamlined shape which has been an Audi hallmark since the 100 of the 1980s. This is something that I



**'There is one important factor that never seems to be covered'**

always thought was missing in the B6 and B7 models.

Anyway, the experience thus far has been for the most part really positive with one exception, namely the peculiar engine note below 2000 rpm. I can only describe it as a high frequency droning/whining sound, most noticeable on overrun. I have been offered two possible explanations: firstly that it is the noise of the fuel pump resonating through the body and, secondly, it is the turbo maintaining revs to minimize turbo lag. I confess to being somewhat sceptical of both of these suggestions though the overall performance does not indicate any fundamental problem.

I was wondering if any other readers have experienced this rather peculiar engine note and can say whether or not it is in fact normal for this model. I have to confess to finding it rather off-putting in what in all other respects is an excellent car.

Many thanks for your consistently interesting and informative magazine.  
**Kevin O'Leary, Merseyside**

## Winter tyres

WELL, thank you *Audi Driver*! Last autumn I invested a fair amount of money in a set of winter tyres for my A3 Sportback and a set of wheels for them to fit on. All following on from your strong recommendations about winter tyres. What happened with the weather? Nothing so far. Apart from it being a bit cold at times, it looks as though here, in the South East, we are having one of the mildest winters ever and I have had virtually no chance to assess the performance of the winter tyres on snow and ice.

Yes, I know that they are probably giving me better grip when the temperature drops, but, when I spent all that money, I envisaged my A3 ploughing through the snow when other cars were stuck at the side of the road. Having said all this, I am probably tempting fate and the chances are I won't even be able to get off the drive in a week or two!

One thing I will say is that the wear seems to be very low and it has halved the wear on my 'summer' tyres. So, in all, it won't have cost me too much, apart from the spare set of wheels.

**David Learmont**

## Turbo life

I HAVE read a great deal about the durability of diesel engines and the long life which you can expect from them. The weak point seems to be the turbocharger and I wonder just what sort of life one can expect before this component has to be replaced. This would assume that the engine is properly serviced and the oil changed at the proper intervals.

It would also be interesting to know the sort of costs involved in replacing the turbocharger and whether, in the long run, it is best to change the car before any failure occurs, and at what sort of mileage this should be done.

I ask this because I am very pleased with the performance of the engine in my A4 2.0 TDI, but I don't want to run into the area where I would have to consider spending a lot of money to replace items. For me, it would make far more sense to change the car, unless it can be shown that just replacing the turbo would be cost-effective. I cover a lot of miles and I don't ever want to be let down by the car.

**Roger Percival**

## New TT

I HAVE JUST had a good look at the new TT in my local Audi Centre and I have to say that I like the styling, sharper and cleaner than before. But, is it going to be as good to drive as the earlier models? I would like to read more about how well it goes before I go for a trial run at the dealership.

**Nigel Hartington**

*Well, Nigel, read what we have to say in this month's twin test.*

**'The new model maintains the heritage of the original, but with greatly improved dynamics and technology...'**



## Twin test

# TT Coupé 2.0 TDI ultra + 2.0 TFSI

*The new benchmarks?*

### In brief

Power output	184 PS (136 kW) @ 3500-4000 rpm
Maximum torque	281 lb.ft. (380 Nm) @ 1750-3250 rpm
0-60 mph	7.6 sec
Overall fuel consumption	45.2 mpg, 6.3 litres/100 km
CO <sub>2</sub> emission	110 g/km
UK insurance group	TBA
Price (OTR)	£29,770

### In brief

Power output	230 PS (170 kW) @ 4500-6200 rpm
Maximum torque	274 lb.ft. (370 Nm) @ 1600-4200 rpm
0-60 mph	6.4 sec
Overall fuel consumption	36.8 mpg, 7.7 litres/100 km
CO <sub>2</sub> emission	137 g/km
UK insurance group	TBA
Price (OTR)	£29,860





THE ARRIVAL IN Britain of the new TT has been awaited eagerly and the majority opinion seems to be that Audi's engineers and designers have got it right: the new model is clearly a TT, maintaining the heritage of the original, but with greatly improved dynamics and technology.

Although we had driven all the different versions at the various launches, this would be our first opportunity to rack up a considerable number of miles in the new TT. Until the Roadster arrives in British showrooms, only the Coupé is available, with two possible specifications, Sport and S line. The engine choice is between the 2.0 TDI unit, which develops 184 PS, and the 2.0 TFSI, with 230 PS. Only the petrol engine is available in conjunction with quattro four-wheel drive, but both of the cars which were on test had front-wheel drive. This is important

and should be borne in mind when we discuss their behaviour.

Some might feel that a diesel engine is hardly appropriate for a sportscar, but the TDI-engined TT shows how wrong that can be. It may have considerably less power than the petrol-engined version, but the torque is a hefty 380 Nm, held steady from 1750 to 3250 rpm. This is just a bit more than the TFSI and it gives the diesel strong pulling power from low revs. The Audi engineers have worked hard to give the engine a sound which is appropriate to a sports car and it is certainly more attractive in this respect than the vast majority of diesel-engined cars. What this engine cannot offer is the smooth, free-revving feel which you only get with petrol power.

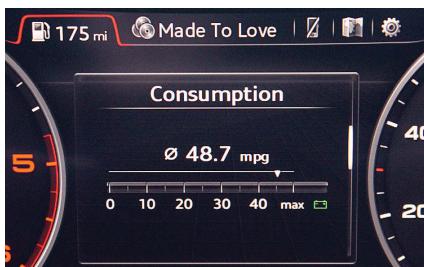
Both of these cars are quick, the TDI almost as fast to 50 mph from rest, because

of the low-speed pulling power provided by the high-torque engine. The TDI takes 5.6 seconds to reach 50 mph, while the TFSI takes just 0.1 seconds less. Thereafter the more powerful engine of the TFSI begins to take over and 60, 70 and 80 mph are reached in 6.4, 8.5 and 10.1 seconds respectively. The equivalent times for the TDI are 7.6, 9.4 and 12.2 seconds.

The times taken to accelerate from 30 to 50 mph and 50 to 70 mph depend on how quickly you can change up through the manual gearbox. This is no problem, though, because the change on both cars was positive and smooth. In third gear, the TDI will go from 30 to 50 mph in 3.2 seconds while, again, the TFSI is faster by just 0.1 seconds. To all intents and purposes, the times are the same. It is much the same story when accelerating from 50 to 70 mph: the TDI



**'Both of these cars are quick, the TDI almost as fast to 50 mph from rest, because of the low-speed pulling power...'**



**'Inevitably, the TDI is better in terms of fuel consumption than the TFSI...'**



takes 3.6 seconds while the TFSI takes 3.4 seconds. Once again, the times are almost the same

Why opt for the TDI when the petrol engine in the TFSI version is more powerful, smoother and revs more freely? There is one very good reason: fuel economy. The TT TDI ultra offers a unique blend of sporting performance and miserly fuel consumption.

Inevitably, the TDI is better in terms of fuel consumption than the TFSI. Overall, the TDI returned an average of 45.2 mpg, while the TFSI worked out at 36.8 mpg. This means that the TDI proved to be 23 per cent more economical, a margin which is well worth having if you want to keep costs down. You have, though, to take into account the higher cost of diesel and, if you do all the sums involving current fuel prices, you

might well find that the difference between the two is less than you expect.

Driven without exploiting its performance, the TDI was able to average 56.3 mpg. This means driving with a sensitive right foot and, most important, having a warm engine. You notice this feature of the diesel on cold mornings: the petrol-engined car warms up more quickly. On a long journey, providing you didn't indulge in too much hard acceleration, we would expect a fuel consumption of around 50 mpg. Not bad for a sportscar.

Driving in the same manner, the TFSI was able to average 49.6 mpg which is pretty good for a petrol-engined sports car and, on a long trip, you could probably count on something like 45 mpg. The TT has a 50-litre or 11 gallon fuel tank and so, with a full tank, the TDI would probably

carry you for close on 500 miles, whereas, with the TFSI, the range would be nearer to 450 miles.

Both of these cars have the same suspension (although the TDI is rather more front heavy and the settings are adjusted for this) and both were running on the standard size of wheel and tyre for the Sport version: 245/40 tyres on 8.5 x 18-inch rims. The ride is firm and well damped at all times but, because of this firmness, badly surfaced roads can mean that one has to reduce speed somewhat because the irregularities can upset the handling. The S line models have 9 x 19-inch wheels shod with 245/35 tyres and, if you wish, the ride height can be lowered by 10 mm if you specify the S line suspension. With both models, the amount of road noise was quite noticeable and could become wearing on a long journey.



**'To all intents and purposes, the performance times are the same...'**



Perhaps the biggest change, in comparison to the earlier TTs, is the steering. All TTs are equipped with steering gear which has a variable ratio: the feel becoming more direct as the car speeds up. Drive Select is also a standard feature and, while this has no effect on the suspension characteristics, it certainly does influence the steering. On the Comfort setting, the steering feels relatively vague whereas, on Dynamic, it feels much more direct.

With the steering on the dynamic setting, the response can be very sharp. Pulling out swiftly to overtake a slower moving vehicle and applying power resulted in the car moving quite sharply to the right, making the manoeuvre less smooth than it should be. It will be interesting to hear if owners of new front-wheel drive TTs have the same experience on the Dynamic setting.

Inevitably, with only the front wheels being driven, traction on slippery surfaces is not as good as the quattro versions. It is interesting to note that the current Volkswagen Golf GTI, which has virtually the same engine as the TFSI, is much better in this respect when fitted with the special VAQ front differential which is part of the optional Performance Pack.

This behaviour, and the possibility of torque steer, will not be a feature of the quattro versions of the TT. As we have already said, only the TFSI is available with the Haldex-based four-wheel drive system, but, with the power being transmitted to four wheels instead of two, and with an immediate transfer to the rear axle as soon as the front wheels begin to lose traction, the handling will be more balanced.

The brakes are smooth yet powerful, but

some TT drivers may rue the fact that it now has an electro-mechanical parking brake, controlled by a small lever right at the back of the console. With manual gearbox cars, it is not always easy to start off smoothly on an upgrade. Hold Assist, which will stop the car rolling back when starting off on an incline, is available for an additional £90.

Anyone who has driven one of the earlier TTs will find the interior of the new model a familiar and welcoming place. If you are tall, you will have to duck your head to prevent banging it when you get in and out and there is still the familiar sound as the windows drop slightly when you open a door. Although the shape of the facia has changed considerably, it still has round air vents, although these are now more complex than before. The big difference is the digital



**'Some TT drivers may rue the fact that it now has an electro-mechanical parking brake...'**



# Audi DRIVER





Price comparison	
Audi TT Coupé 2.0 TDI Sport ultra	£29,770
BMW Z4 2.0 sDrive 2.0i	£29,840
Audi TT Coupé 2.0 TFSI Sport	£29,860



instrument panel, which we discuss in more detail elsewhere in this issue.

One of the TT Coupe's greatest strengths, in practical terms, is the amount of space for luggage, much more than with most sportscars, and easily accessible through the large (and somewhat heavy) tailgate. You can extend the length of the deck by folding down the rear seat backs and then you have a considerable amount of space when two of you go on a touring holiday. Luggage stored inside the normal boot area is concealed by a two-piece cover which can be removed if you are carrying something bulky. No spare wheel and tyre is provided; beneath the floor of the boot are the tools and a tyre repair kit.

There is also quite a bit of storage space for small items inside the cabin, although the glovebox is quite small inside (and it

gets warm so don't put any chocolate inside it) and the long door pockets are shallow and have sloping floors which reduces their value. There is only room for fairly small children in the back seats and we cannot remember a time when we saw a TT being driven with anyone in the back. In reality, the rear seats spend most of their time used as additional space for coats and bags.

The controls for the air conditioning and heating are cleverly built into the air vents in the facia. Turning the air flow on and off is now controlled by small levers beneath each vents, while turning the central knob alters the shape of the airflow. If you have seat heating, this is controlled by pressing the centres of the two outer vents, while those in the centre are used for fan speed and temperature. It is a sensible arrangement which reduces the number of switches

which have to be fitted into the facia.

As each new TT arrives, it seems to have more aluminium and more switchgear built into the steering wheel and, with the size and versatility of the instrument panel, you now need quite a lot of controls. All TT steering wheels now have a flat bottom section and are very pleasant to hold.

The Sport model of the TT is well-equipped, the specification including digital radio, mobile 'phone preparation, music interface, manually-controlled air conditioning and xenon discharge headlamps. The S line version costs £2,550 more and, for this, you get LED headlamps, bigger wheels and tyres, lowered suspension (if you opt for it), light and rain sensors and numerous styling alterations, inside and out.

What you don't get with either version is any form of navigation and this comes



**'The controls for the air conditioning and heating are cleverly built into the air vents in the facia – it is a sensible arrangement...'**



as part of the Technology package which costs an additional £1,795. We would also want to opt for one of the parking systems because visibility over one's shoulder is one of the limitations of the TT. The cheapest version costs £430.

There can be no doubt that the new TT is going to be a great success, particularly in this country which is such a good market for the car. At the moment, one has a choice between petrol and diesel engines and, if you opt for petrol, you then have the option of including quattro drive. We would certainly prefer the quattro version because it has better traction, and handling which is more balanced. The premium for having it, though, nearly £3,000, is pretty substantial and we suspect that TTs which are not bought by enthusiasts will mostly be front-wheel drive, like these two. ■

**'There can be no doubt that the new TT is going to be a great success, particularly in this country which is such a good market for the car...'**





# AudiDRIVER



## Facts and figures: TT Coupé 2.0 TDI ultra + 2.0 TFSI



1: Virtual cockpit    4: 'Phone controls  
 2: Climate control/ 5: Drive select  
 ventilation    6: Start/stop  
 3: DIS controls    7: MMI controls

### INSTRUMENTATION



#### TT instrumentation

ONE OF THE most intriguing features of the new TT is the digital instrument panel, a feature which vastly increases the amount of information which can be given to the driver.

The two main instruments resemble conventional mechanical units, while fuel level and coolant temperature are indicated by a series of LEDs. Long or short-term fuel consumption details can be exhibited between the main instruments, as well as other pages such as radio stations, telephone names etc.



With smaller instruments, you also get an oil temperature read-out.



Options controlled by MMI rotary switch.



Full-screen map display.

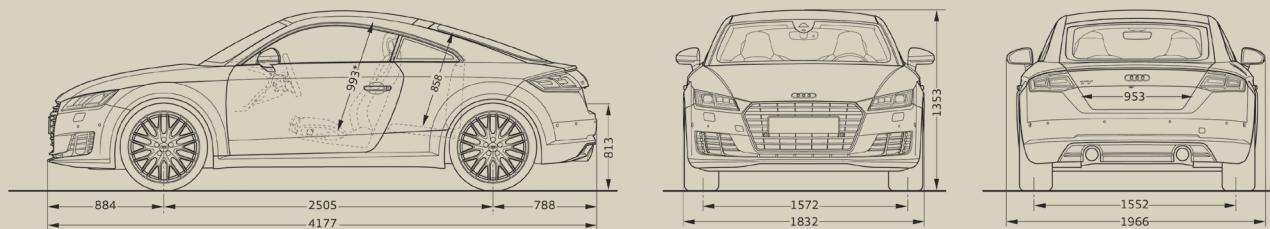


Radio stations or media list displayed between big instruments.



## DIMENSIONS &amp; WEIGHTS

	2.0 TDI ultra	2.0 TFSI
Overall length/width/height (inches)	164.4/77.4/53.3	164.4/77.4/53.3
Overall length/width/height (mm)	4177/1966/1353	4177/1966/1353
Wheelbase	98.6 in, 2305 mm	98.6 in, 2305 mm
Track, front/rear	61.9/61.1 in, 1572/1552 mm	61.9/61.1 in, 1572/1552 mm
Turning circle	36.1 ft, 11.0 m	36.1 ft, 11.0 m
Unladen weight	2789 lb, 1265 kg	2712 lb, 1230 kg
Total permitted weight	3671 lb, 1665 kg	3594 lb, 1630 kg
Permitted trailer load; with brakes	—	—
Permitted trailer load; without brakes	—	—
Wheels and tyres	8.5 x 18 alloys 245/40 R18	8.5 x 18 alloys 245/40 R18
UK insurance group	TBA	TBA



## ENGINE / FUEL ECONOMY

ENGINE SPEC	2.0 TDI ultra	2.0 TDI
Displacement	1968 cc	1984 cc
Configuration	In-line	In-line
Cylinders	4	4
Bore and stroke	81.0 x 95.5 mm	82.5 x 92.8 mm
Power output	184 PS (136 kW) @ 3500-4000 rpm	230 PS (170 kW) @ 4500-4000 rpm
Maximum torque	281 lb.ft. (380 Nm) @ 1750-3250 rpm	274 lb.ft. (370 Nm) @ 1600-4200 rpm
Compression ratio	15.8:1	9.6:1
Valves per cylinder	2 inlet, 2 exhaust	2 inlet, 2 exhaust
<b>FUEL CONSUMPTION</b>		
Overall test value	45.2 mpg, 6.3 l/100km	36.8 mpg, 7.7 l/100km
Economical driving	56.3 mpg, 5.0 l/100km	49.6 mpg, 5.7 l/100km
Urban cycle	57.7/55.4* mpg, 4.9/5.1 l/100km	38.7/38.2 mpg, 7.3/7.4 l/100km
Extra urban cycle	76.4/72.4 mpg, 3.7/3.9 l/100km	56.5/55.4 mpg, 5.0/6.0 l/100km
Total	67.3/64.2 mpg, 4.2/4.4 l/100km	47.9/47.1 mpg, 5.9/6.0 l/100km
Fuel required	Diesel to EN 590	95 RON
Fuel tank capacity	11 gallons, 50 litres	11 gallons, 50 litres
CO <sub>2</sub> emission	110 g/km	137 g/km

\* Second fuel consumption value is when car is fitted with optional 20-inch wheels.



## PERFORMANCE COMPARISONS

	TT Coupé 2.0 TFSI	TT Coupé 2.0 TDI ultra	TT Coupé 2.0 TFSI quattro	TT Coupé 2.0 TDI quattro
Displacement, cc	1984	1968	1984	1968
Power output, PS/kW	230/170	184/136	211/155	170/126
@ rpm	4500-6200	3500-4000	4300-6000	4200
Maximum torque, lb.ft./Nm	274/370	281/380	259/350	259/350
@ rpm	1600-4200	1750-3250	1600-4200	1750-2500
Maximum speed, mph/kph	155/250	150/240	150/240	140/224
0-50 mph, sec	5.5	5.6	4.5	5.6
0-60 mph, sec	6.4	7.6	6.2	7.4
0-70 mph, sec	8.5	9.4	7.8	10.0
0-80 mph, sec	10.1	12.2	9.9	12.9
30-50 mph (third gear), sec	3.1	3.2	2.3	3.0
30-50 mph (fourth gear), sec	4.2	5.5	—	4.5
50-70 mph (third gear), sec	3.4	3.6	3.4	3.9
50-70 mph (fourth gear), sec	4.2	4.6	—	4.7
50-70 mph (fifth gear), sec	5.4	6.2	—	6.0
50-70 mph (sixth gear), sec	6.8	8.4	—	7.2
Overall consumption, mpg / l/100km	36.8/7.7	45.2/6.3	31.5/9.0	38.1/7.4
Unladen weight, lb/kg	2712/1230	2789/1265	2999/1360	3065/1390
Power/weight PS/ton, PS/tonne	190/187	148/145	158/153	124/122
Test publication date	Mar '15	Mar '15	Feb '11	May '13

Acceleration figures recorded using VI Monitor. For more information visit the website at: [www.vi-performance.com](http://www.vi-performance.com)

**'Some might feel that a diesel engine is hardly appropriate for a sportscar, but the TDI-engined TT shows how wrong that can be...'**

**i** To read any of the other tests mentioned in the comparison chart, back issues can be ordered online, securely, from our website: [www.audidrivermag.co.uk](http://www.audidrivermag.co.uk)

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# Came, saw, and conquered

**Susanne Roeder** drives the new TT Roadster...

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PHOTOS: GRAEME FORDHAM



**“The TT Roadster is a car for the senses. Its strictly geometric design is pure and attractive.”**

Audi TT expert Christoph Lungwitz

HALF A million TTs have been sold since its introduction in 1999 and a quarter of these have been soft tops, not a huge number in global terms. Given the car's iconic design status and the configuration and trim options being offered in this brand-new model, this is all good news for anyone looking to make an individual statement with their choice of car.

Since its first sketchings at the beginning of the 90's, the heyday of the ragtop, the TT has always been quite definitely a roadster by nature. Although it was originally conceived as a roadster, the first TTs off the board were coupés because, it is said, patriarch Ferdinand Piëch disliked cabriolets. The Roadster finally premiered two years later to immediate acclaim and the new model represents the third generation.

The Roadster, like the Coupé, has grown up over the years, from a cuddly round-edged cube into a finely chiseled, sharp-handling road rocket with a choice of punchy engines that make it tremendous fun to drive. “The TT Roadster is a car for the senses. Its strictly geometric design is pure and attractive,” says Audi TT expert Christoph Lungwitz. This third generation TT Roadster, follows the coupé introduced last year – and what a beauty it is...

Having endured sharp winter gales, rain, sleet, and snow in mainland Europe, we were impatiently looking forward to the spring and the chance to cruise around under a clear sky, the perfect time for the new Roadster. This is why Audi organised its launch in Palma, Majorca, where it tends to be considerably warmer. Not this time: early February brought snow in the mountains which made the 2.0 TFSI we were driving at the time go adrift on its summer tyres. But what unexpected fun that turned out to be...

Like the Coupé, it comes with 2.0-litre four-cylinder powertrains; two petrol engines and one diesel ranging from 184 PS (135 kW) to 310 PS (228 kW). All in all, there are eight different power and drive variations. The 2.0 TDI is the ‘ultra’ model, indicating that it is the most fuel-efficient.

**‘The top model is the TTS, a beast with 310 PS, and it comes with quattro all-wheel drive as standard...’**

Compared to the second generation, it offers a 14 per cent increase in power while simultaneously reducing fuel consumption by as much as 15 per cent (Euro 6 level).

Another benchmark that must be mentioned is the Roadster's kerb weight of just 2,910 lb. (1,320 kg), which makes it lighter than any competing vehicle and which contributes greatly towards agility, speed and overall efficiency.

The top model is the TTS, a beast with 310 PS, and it comes with quattro all-wheel drive as standard. Incidentally, in all quattro models, the electro-hydraulic multi-plate Haldex coupling will distribute, depending on the demands of driver and conditions, up to 50 per cent of the drive torque to the rear wheels. This should satisfy the most spirited of sporty drivers.

‘Sharp’ best sums up the TT Roadster’s looks and performance. Precise and as quick-as-lightning, the new electronic stability control (ESC) gives each individual wheel its selective momentum. On low-friction surfaces, precisely what we had during our little spree through the winding mountains (believe it or not – it was snowing incessantly in Majorca!), the quattro drive system, together with the ESC, transformed our spins into safe drifts. The next day, the route through the mountains was closed...





For the first time, Audi has integrated management of the quattro coupling with the drive select system, which comes as standard in the TTS Coupé and Roadster. The software, developed specifically for the TT and TTS, has already proven a worthwhile investment in the Coupé. What is more, the unit's weight has been reduced by 3.3 lb due to the elimination of the pressure accumulator.

Depending on which driving mode you are in, the system responds with an invisible hand. Whether you're the committed enthusiast with a passion for sporty driving or the less experienced driver, it is reassuring to have this guiding hand on board controlling the function of the accelerator and steering assistance.

The 25 kg shed in the third-generation TTS maximises both speed and agility. S tronic is available as an option in the two TFSI units, and even an experienced driver cannot outperform the lightning-quick gear

## **'The Roadster scores with an automatic soft top that can be opened in as little as 10 seconds...'**

shifting that the dual-clutch transmission achieves without any noticeable interruption in traction. What's more, in the Efficiency mode, the S tronic coasts when the driver takes his foot off the accelerator, further reducing fuel consumption.

Most people buy convertibles for that air of romance and thrilling adventure that only an open-top car promises. Whether driving fast, slow, or simply parked up – the new TT Roadster has this in spades...

The weather in countries like Britain and Germany demands that you need to be

ready (and quick!) with your umbrella. And here the Roadster scores with an automatic soft top that can be opened in as little as 10 seconds. That's not bad, and you don't even have to come to a stop! The system can be activated at the touch of a button up to speeds of 31.1 mph (50 kph). These figures for opening and closing the soft top set benchmarks that other manufacturers will find hard to match.

The soft top forms a Z shape as it folds together into a flat package, lying in its aluminium compartment, where it does not reduce the available volume of the luggage area. Graphics shown on the Audi Virtual Cockpit illustrate the procedure. Audi emphatically calls it an 'acoustic soft top' drawing attention to its very good acoustic insulation with a fleece layer. It sits low over the sheet metal body and remains taut even at high speeds. When the car is stationary, drivers can open and close the hood with the remote control key, as long as they are







Audi DRIVER

# Audi DRIVER



Tap below to see a clip of the new TT Roadster in action.







not standing more than four metres (13.1 ft) from the car. Practical features like these, along with a sensible 280-litre boot capacity, enough for two adults, may sway those torn between the Roadster and the Coupé.

Adding another €450 for the electric wind deflector is advisable, as it improves the driving experience. And this is a car you will want to drive in any weather with the top down, even in rain and snow. Those who love driving *al fresco* whenever they can, should opt for the S sport seats fitted with the Audi neck and head heating system.

If you opt for the Bang & Olufsen Sound System with its 12 speakers, you will be convinced by its excellent sound quality. As for being on your smartphone, the clever idea of a seat belt microphone provides for good audio quality even with the top down.

The digitisation in the latest TT family is a masterpiece and we hardly noticed the absence of the usual dash. The Virtual Cockpit is so precise and easy to handle that one quickly takes it for granted.

As much as we yearn for the sunshine, too much at the wrong angle can be downright annoying. It is hard enough to read a conventional instrument display in these conditions so Audi's Virtual Cockpit presented the designers with a special challenge. The light output of the versatile monitor had to be controlled in a way that would allow the three modes displaying different information to be read clearly in



any circumstance. So the digital instrument cluster in the new TT Roadster shines with a maximum luminous intensity of 800 candelas, twice as much as previously known in the automotive industry, and this solves the problem.

Reflections posed another challenge. These were eliminated by Audi tilting the upper edge of the virtual cockpit towards the driver. In fact, the Virtual Cockpit and MMI give the whole interior a driver focus and the whole in-car experience is better for it. The 12.3-inch TFT monitor presents all information in the form of pin-sharp, high-contrast 3D graphics. Moreover, the driver can easily switch between various levels. In short: the Virtual Cockpit and the MMI terminal on the centre tunnel console are involving, easy to operate, very precise and fun to use.

Some would say the TT Roadster is not an everyday car. Well, it very much depends on what kind of a driver you are. In my

view, this car works wonderfully for singles or couples all the year round. If you are in the habit of going to IKEA, or carrying bulky objects, you would use your other car. But the boot of the two-seater easily allows for a holiday for two.

Prices start at €37,900 (approx. £28,200) for the 2.0 TFSI, while the 2.0 TDI base price is €38,700 (approx. £28,800). The TTS obviously comes in considerably higher, at €52,300 (approx. £38,900). The new TT Roadster will be in the showrooms in Germany from the end of March and a fortnight later in the UK.

Interestingly, in Britain, with its open-top tradition, 20 per cent of TT buyers opt for the Roadster, while fully 30 per cent go for it in Germany. At any rate, in an increasingly homogenised world of car design, the TT Roadster stands out as a timeless classic and, especially in its latest offering, proves that a car can still appeal to the senses, the emotions and the spirit. 

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THE TT  
SPECIAL  
ISSUE

# Buying a TT RS Roadster

**Andrew Chapple** takes you through the process

PHOTOS: NEIL BIRKITT

IN 2002 a hobby tinkering with cars became a full-time job for me, buying and selling quality Volkswagen Group cars. Since then I've never been short of the keys to something interesting from the VW Group, but I still like to have a car I can call my own.

My first Audi was a 2001 S3, heading up a series of fast S and RS cars including a 2.7T S4, and a number of RS 4 Avants. In 2014, fed up with expensive to fix, relatively old cars, I bought my first new car, a Mk 7 Golf R which was a spectacular hot hatch, but I never bonded with it, due its relatively uninspiring 4-cylinder engine.

So, pretty quickly I started looking for something with more of a 'sense of occasion'. The all-new Porsche Boxster introduced in 2012 was top of the list, but inflated summer prices told me to be patient and resume the search in the autumn. I did, but I could never find the perfect combination of price, colour, mileage and specification, and there was barely any seasonal dip in prices due to relatively short supply.

The Audi TT has always been seen as a Boxster rival, but I'd never considered one

for myself until late 2014 when I bought a 2008 TTS Coupé to sell on. This was the first TT I'd driven that had the level of performance I required, but the 4-cylinder engine was a little soulless. Anyway, I wanted a convertible so I decided to go one better and look for a TT RS Roadster.

Before turning to the classifieds I read all the road-test reports and, as suspected, the RS's 5-cylinder engine was the recipient of as many bouquets as the chassis dynamics received brickbats. I've been able to compare the road-test verdicts of a lot of cars with my own, and I consistently perceived a distinct disparity between what many road-testers see as a high priority and what's important to me in the real world. For example, a Boxster's agility on track means a lot less to me than the security a TT quattro offers when driving on the road in poor weather conditions.

Thankfully, the award-winning 5-cylinder engine is at least a match for the 3.4 flat-six in the Boxster S, both in performance and character, and in the real world the tremendous turbocharged torque trounces the relatively gutless Porker.

**'It was interesting to browse the handful for sale and compare what I wanted with what was out there...'**

So, the search was on. Having never bought or sold a TT RS before, it was interesting to browse the handful for sale and compare what I wanted with what was out there. Satellite navigation was a must for me, and most seemed to have it, but less common were cruise control and rear parking sensors, although both can be retro-fitted relatively easily, unlike heated seats which – thankfully – were standard, a common RS theme.

I've never thought the standard 18-inch wheels were worthy of the RS model and even the appeal of better ride quality didn't help their cause but I didn't rule them out, because they could be upgraded at a later date.



Bucket seats, Magnetic ride, 19-inch Rotor alloys and sports exhaust would all be nice but, with so few examples for sale, to make them essential would limit the choice of cars massively, as would specifying a particular colour, although Daytona grey would be top of the list.

I quickly focused on two cars advertised on *Autotrader*, the first a low-mileage 2010 car in Suzuka grey with satnav, acoustic rear parking sensors, Bose sound system and Bluetooth. The seller, an Aston Martin main dealer, had erroneously listed it as having cruise control but, judging by the black exhaust tips, had missed the sports exhaust. Audi UK now provide a 'spec check' freephone hotline on 0800 542 3037 and a quick call confirmed the absence of cruise control but also the presence of the rare and desirable sports exhaust option. It was enough to make up for the modest 18-inch wheels which, with a bit of a discount off the asking price, I could afford to replace.

As it was a contender, I performed an HPI check which stated there had been just two owners, the first for around three months which, along with the high specification, suggested it had started life as a dealership demonstrator. The check also revealed that the car was subject to a finance agreement

known as 'unit stocking' where a dealership uses finance to fund the cars on their forecourt. This is routine and of little relevance, apart from the fact that the finance term was coming to an end, so the dealership should have been keen to move the car on, or so I thought. On speaking to a salesperson I was told in no uncertain terms that the price had already been reduced significantly and wouldn't be lowered any further, so I made my apologies and moved on to the next car.

Production of the TT RS ended in early 2014, so finding an ex-demo '64' reg at Southend Audi that had hit the road in October 2014 was quite a surprise, especially at £10,000 less than list price! The specification was pretty basic, however, with just satnav fitted over standard, and with the price stretching my budget I couldn't justify the expense for a car that only had its newness going for it, something that time would soon erode.

With little else in the classifieds, I decided to have a look at the British Car Auctions (BCA) website to see what was listed amongst the main dealer part-exchanges. Over the last 10 years it has become the norm for main dealers to dispose of their trade-ins at auction to ensure that a fair price is yielded

**'I saw a freshly-listed 2010 TT RS Roadster with 16,500 miles due to be auctioned two days later!'**

on the open market, rather than being sold directly to motor traders, a process liable to corruption.

I did have a look earlier in the week and saw nothing of interest – no surprise, as the TT RS is a relatively rare car, and at nine days before Christmas there wasn't a huge amount of activity in the used car market. So, imagine my surprise when I saw a freshly-listed 2010 TT RS Roadster with 16,500 miles due to be auctioned at BCA's Nottingham site two days later! The car was listed simply as 'Grey' with no images to confirm whether it was Suzuka or Daytona. The vendor was Mercedes Retail Group, a good sign as their main dealers send anything non-Mercedes to auction, even if they meet their approved used car standards, in order to keep their forecourts unsullied by rival brands – others cherry-pick the best trade-ins for themselves, auctioning only sub-standard cars.

Another call to the Audi Spec Check line revealed some even better news – it was indeed Daytona grey, with around £10,000

**'Audi UK now provide a 'spec check' freephone hotline on 0800 542 3037...'**

## 'There would still be a significant amount of risk involved in buying a car I hadn't even heard running, let alone driven...'

worth of options which ticked all my boxes and more. They also confirmed the service history which consisted of just the one visit when the car was two years old, meaning that the second one was slightly overdue if only on time, not mileage. HPI's data again suggested the car was an ex-main dealer demonstrator, with its second (of two) owners taking possession when just a few months old.

Purely by coincidence, I'd penciled in a visit to BCA's Nottingham site on the following day, and so I assumed it would be a simple matter to at least have a walk around the car somewhere on their site, and I could then bid for it online a day later. Unfortunately, it wasn't as simple as that as the car was being valeted and was tucked away in a restricted area, so the only option was to wait around for that day's sale to end when the cars for the next day's sale would be assembled, something which involved a few hours of loitering but was well worth the effort.

While there are many risks when buying from auction, one benefit is that you can take as long as you like to look around the bodywork which is usually presented clean and dry, something not always possible even when buying from a dealership. Risk is also reduced by the mechanical and condition reports which most of BCA's cars have, to encourage online sales, but you simply can't beat seeing a car in the metal, especially when it's an RS. For example

while tyre tread depths are listed on the mechanical report, tyre brand is not – so you'd never know if the car had four different makes of tyre fitted, bad on any car but a definite no-no on a quattro!

Another example is brake discs, which on an RS are notoriously expensive and yet the mechanical report doesn't even mention them – buy a car with worn front and rear brakes and you can be looking at a bill in excess of £2,000 on some models, enough to make you wish you'd gone for an Audi Approved used car.

But that would be too easy and anyway there was nothing in the dealer network which fitted the bill so it was just as well that, from what I could see, this example appeared to be at least as good as anything an Audi Centre would deem fit for stock. It had four good Michelin tyres (three of which were the originals), barely worn brakes, blemish-free bodywork and even the tricky to refurbish Rotor wheels were perfect. Another good sign was that the number plates were still the originals fitted by the supplying dealer, Birmingham Audi, where my enquiries confirmed that the car had indeed started life as a demonstrator.

There would still be a significant amount of risk involved in buying a car I hadn't even heard running, let alone test driven, but my professional verdict was that it would be hard to find a better example, especially one with this perfect combination of extras; all I needed to do was decide how much it was

worth to me, before the next morning, and then get online and bid.

Over the last few years online bidding at car auctions has become widespread, but the fact of the matter is that the cars are rarely cheap enough to justify the risks involved without a physical inspection, as only around half the information needed to fully assess a car is supplied and even this is quite often less than accurate. On this occasion, however, having already performed the legwork, modern technology would save me a long and potentially fruitless trip back to Nottingham.

With the popularity of online auction sites, the process of bidding will be familiar to most people, the difference with BCA's Live Online website is that it is possible to receive audio and video feed from the auction hall, making it feel as if you are physically there. It is all too easy, though, to miss the slot when your car is receiving bids, so make a note of the start time of the batch of cars yours is in, and its lot number. By allowing around a minute for each preceding car, you can get a reasonably accurate idea of when yours will be coming through.

I wasn't buying this car to sell on, so I could be a little more bullish with my bidding than usual but there was no point paying more than I could buy from a dealer or even a private seller, so I used the TT RS at Aston Martin as my basis for pricing, figuring that if I could get this far superior example for a similar price I'd have done

## 'Production of the TT RS ended in early 2014 so it is a relatively rare car...'





well. As it happened, bidding was buoyant and I had to go beyond this figure to secure the car, something I justified on the basis that upgrading the Aston Martin car to my desired spec would cost significantly more. Also, some extras such as Magnetic ride would be impossible to retro-fit, while others such as bucket seats and sports exhaust would be tricky to find on the used market, and then there was the less appealing colour. As a result, I was happy that I'd secured a well-equipped example in absolutely tip-top condition for around £2,500 less than a dealer would be selling it for. All I needed to do now was drive it!

Even after 13 years of buying cars for a living, I still get excited about driving a model I've never driven before but, when buying from auction, nervousness tends to be the dominant emotion, usually in direct proportion to the amount of money at stake. So, after a fitful night's sleep I found myself at BCA Nottingham again where, after a swipe of my debit card, I finally got my hands on the keys.

Opening the door for the first time, I was greeted by the sweet smell of leather and



those gorgeous bucket seats that looked as good as new. I'd never driven an RS 3 or TT RS before so I was really curious to hear if the 5-cylinder engine could challenge a six for character, and as soon as I turned the key I had my answer: oh yes! The fast idle which the engine performs when cold was surprisingly loud and, once it settled down, selecting Sport mode produced an audible click from the flap in the sports exhaust and a mischievous burble from the tailpipes which turned into a fruity rasp with a blip of the throttle – perfect!

Once on the road, my attentions turned to the ride quality as I wasn't sure whether Magnetic ride would be sufficiently

capable to make up for the 19-inch wheels but I need not have worried. Adaptive suspension like Magnetic ride is often incorrectly perceived to be the same as the standard 'passive' set-up unless it's switched into one of its other modes, but Magnetic ride is a bit cleverer than that as the suspension damping is continuously adjusted to the current driving situation, whether in normal or sport mode.

One way in which the Boxster trounces the TT, and most other sports car rivals, is in the area of luggage capacity by having both front and rear boots. The Series 1 TT Roadster was pretty dreadful in this respect, especially quattro models with their raised boot floor, but the Series 2 is 'loads' better with an increase from 180 litres (Series 1 quattro) to 250 litres, the same for all Series 2 roadsters whether front-wheel drive or quattro. This 39 per cent boost makes the later car a far more suitable companion for touring holidays, and on returning home I was able to test this by easily slotting in a moderately-sized suitcase, leaving space for a fair bit more, something I needed to take into consideration with a European road trip planned for the summer.

One small fly in the ointment was a very strong smell of petrol on parking in my garage for the first time. Then I noticed that my house had filled with petrol fumes, meaning something was very definitely amiss! Armed with a torch and a keen sense of smell, I quickly spotted a leak from a



## 'It's early days yet, but so far the signs are very good...'

sensor screwed into the high-pressure fuel pump which simply needed tightening as it was leaking fuel directly onto the exhaust manifold – my letter warning other 2.5 TFSI owners of this potentially catastrophic flaw was published in the February 2015 issue of *Audi Driver*.

As mentioned earlier, a service was due so I visited South Hereford Audi where master technician Damian Davies did an excellent job and afterwards joined me for a passenger ride during which that special engine won him over also.

The 2.5 TFSI has gained quite a reputation for its tuning potential and for just £650 an MRC Tuning Stage 1 re-map will increase the power from 340 PS to around 400-415 PS, with torque following suit, turning what many still disparagingly call a hairdresser's car into a true giant-killer – RS 4 owners beware! MRC can also program the exhaust flap to stay open all the time in sport mode, rather than being dependent on engine speed or load, a process which can prove a little frustrating especially with the sports exhaust option.

So should I have pushed for the Porsche or does quattro GmbH's influence turn the

TT into a true rival for Stuttgart's finest? It's early days yet, but so far the signs are very good indeed. I could have easily bought a similar age/mileage Boxster S, but the last generation '987' Boxster just doesn't do it for me, partly because of its 'push me pull me' styling, but also because, while heavily updated cosmetically, its chassis has barely changed since the 1997 original. With the TT RS, I have a more advanced car that is a pleasure to extract from my garage even in the depth of winter, when it can still apply most of its power with ease, and with an exhaust note that never fails to make me smile. Having already lost half of its original value, I should be able to keep on smiling as the depreciation, which is one of the biggest costs of motoring, should now be fairly gentle, and while Audi parts and service are never cheap, they are less likely to induce a grimace than those from Porsche. Roll on summer! 

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**Total of £9,835 worth of options**

**Price of car £54,720 in total**

Andrew is proprietor of Volkswizard, based in Birmingham. [www.volkswizard.co.uk](http://www.volkswizard.co.uk)



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# Two grand for a TT?

*Can it be done?  
Andrew Everett  
proves that yes, it  
certainly can!*

I WAS AT THE NEC Motor Show (much missed these days!) in 1999 when the TT had its UK launch. If I remember correctly, the cars were all silver and it was another major shot in the arm for the rapidly recovering Audi which had already had major successes with the A4 and A6, yet still needed a bit of wow factor stirred in.

The TT certainly did that. Not only was it a huge success for Audi, but when writing an article on car theft and prevention for another title, one of the main people in the Met's stolen vehicle unit told me that the TT was one of the most stolen and cloned cars in the UK and Europe – more on that later.

The original TT, codenamed Type 8N, was based on the same platform as the original A3, adopted in 1998 by the Mk 4 VW Golf. Assembled at the Audi factory, not in Germany but in Györ, Hungary, the TT was available both as a two-seater convertible, called the 'Roadster', and as a fixed head coupé with a hatchback third

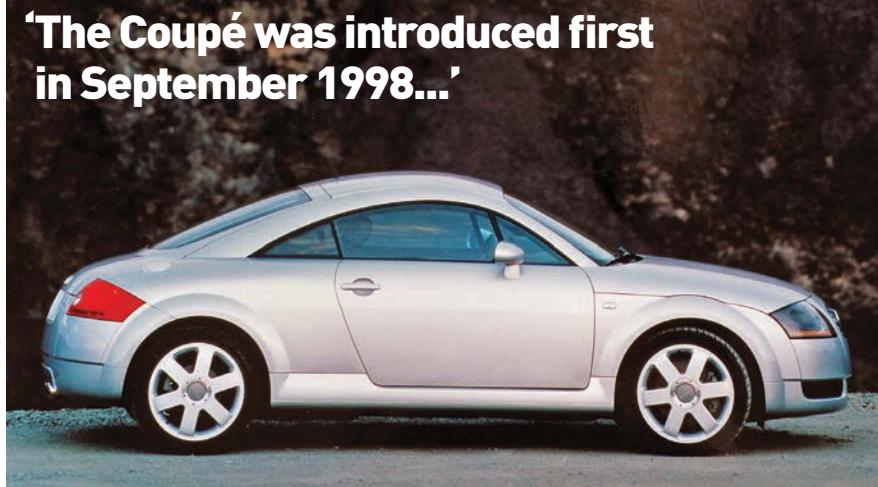
'door'. Bodyshells were built and painted by Audi at Ingolstadt and then transported by rail to Györ for final assembly. Despite the logistical problems, the early cars were well built with no notable problems.

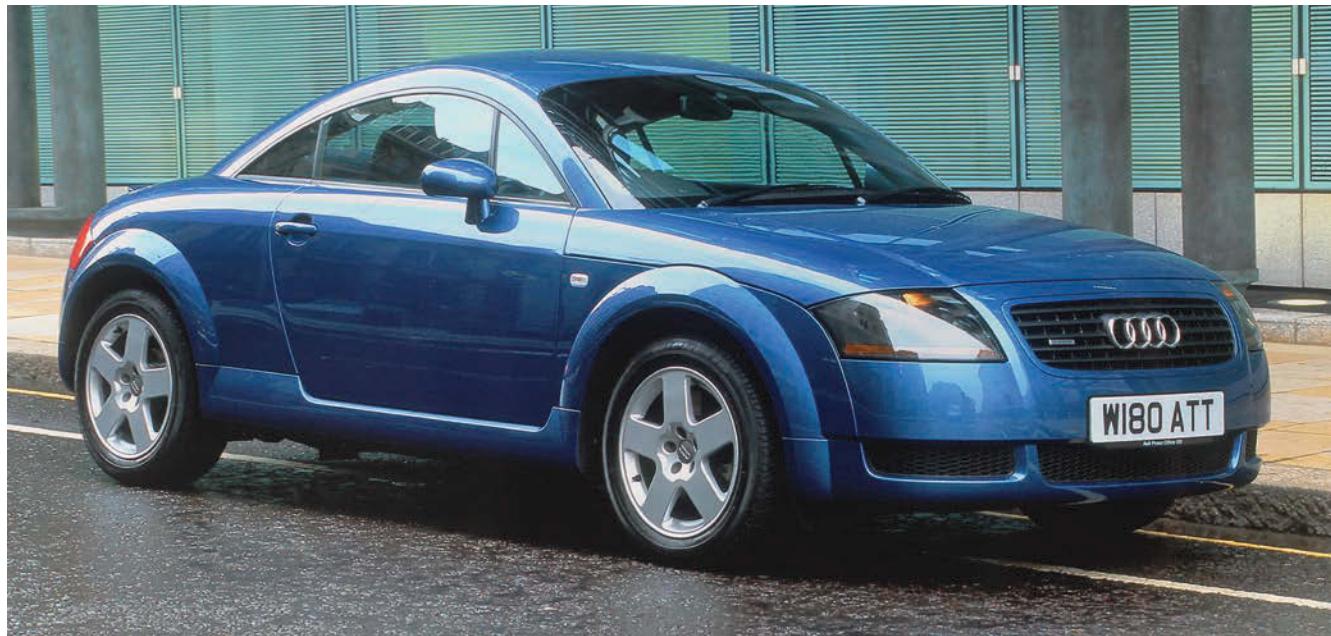
The TT styling originated at the Californian VW Design Center, was shown at the 1995 Frankfurt Show, and entered production three years later in a very similar form, with just the rear quarter glass added for the coupé. Audi could have got the TT into production earlier, but the Mk 4 Golf took priority and, anyway, Audi needed to perfect the laser beam welding process.

Production began in 1998 with the choice of two 1.8 5V turbo engines. Two power levels were available from the 1781cc turbocharged engine, 180 PS with the single exhaust tailpipe and 225 PS with twin exhausts. The 180 PS cars initially used the 5-speed gearbox (six-speed on quattros), while 225s were equipped with six ratios. The Coupé was introduced first in September 1998, with the Roadster following in August 1999, just in time for the TT's UK debut.

This was also just in time for reports to come through that some high-speed handling traits were causing accidents

**'The Coupé was introduced first in September 1998...'**





although many feel that this was due to driver error and inexperienced drivers pushing their luck and over-reacting to the sharp handling. Cars from late 1999 had various changes made to the chassis and early cars were recalled to have the modifications carried out. The changes from 1999 included the addition of Audi's ESP traction and stability control system, and modified wishbone bushes, as well as a rear spoiler.

In terms of the engines, the two units were basically the same, but the 225 was fitted with a larger K04 turbo, a second intercooler and forged steel connecting rods along with revised engine management that allowed boost to be raised from 10 psi to 15 psi. All 225 PS cars had the four-wheel drive quattro drivetrain that was optional on the 180 PS model. By 2003, a 3.2 V6 version was here, but that's beyond the scope of our imaginary £2000 budget – for now at least.

The problem with TT thefts was quite serious by 2002. Many cars were going missing, never to be seen again, as were cars from the continent. Demand was so high and resale values so strong that quite a few left-hand drive cars were being imported – not all of them legally, either. Thieves were

also being clever in going to mainland Europe, visiting Audi dealerships with the pretence of buying a car, but actually getting VIN numbers. They could then obtain a certificate of conformity from Audi before going out and stealing a UK right-hand drive car with the same specification and colour.

Lots of stolen cars were being registered and sold before the authorities caught on and we bet there are still quite a few older TTs out there on the road that were never found. To find out for sure you just need the VIN of the car you are looking at and to make sure it was first registered by an Audi main dealer. If the RHD car you are

**The first ones are now 16 or 17 years old and most with plenty of miles. The biggest problem on these is the oil pump pick-up in the sump'**

looking at started life in Holland as a LHD example and was registered a while after it was built, alarm bells should be ringing. If you find you already unwittingly own one, we wouldn't worry. In 2006 I bought a 1997 Mercedes S Class that had been reported stolen in Berlin in 2002 and neither the insurance company or the German police were remotely interested, so they're not going to be chasing an Audi worth a couple of thousand.

The TT was a well built car, but the first ones are now 16 or 17 years old and most with plenty of miles. The biggest problem on these is the oil pump pick-up in the sump. It's a well-known issue where the strainer clogs up with old black oil, starving the oil pump and the engine bearings of oil with predictable results. So make the very first job on an old TT dropping the sump, washing it clean and doing the same to the pick-up pipe – buy a new strainer if you want to, they're not expensive. With that done, refill with a fully synthetic oil and change it every 8,000 miles or once a year. Andrew Chapple covered the work involved in an article in the February issue.

Any problems with the drivetrain, especially the quattro models, could be pricey. Make sure the 6-speed gearbox engages all the





gears properly and that the clutch has a decent amount of bite. Listen for any clunks or knocks, particularly on full lock, that can indicate a faulty CV joint. Rust isn't a problem on the TT, but still check around the rear arches, the joint where the rear wing meets the sill panel, along the alloy roof strips and around the fuel filler cap. If it's showing rust in all of these places then it's not really worth buying. Make sure you see the car when the engine is still cold – if the owner has 'warmed it up for you', walk away. Any smoke from cold is bad news, although a small puff of smoke on initial start up is okay as long as it's just that.

Even at £2,000 or less, evidence of service work is important. Not just oil changes but also the cambelt that should be changed at 80,000 along with the tensioner rollers – I'd be doing it about half that to be honest. It's important to change the water pump as well, and a decent quality one is important, not a 20-quid special.

The suspension is typical Audi with lots of balljoints and bushes so expect to have to replace some of these straight away: front balljoints and anti-roll bar links are favourite. Most, if not all, TTs have leather trim and it all wears pretty well. Listen for noisy window operation and make sure the instruments all work properly because failure of the instrument cluster is common – you'll know when it happens because the gauges will start to read incorrectly and the pixels start to break up. A good used one will be about £150 and there are plenty of used TT parts on eBay now.

In short then, make sure it looks good, drives well and everything works. A long MoT and a matching set of tyres are good signs, but three or four mismatched budget tyres are not. It's nice to have the original book pack as well, as we'd rather have a 180,000 mile car with clear indications of caring owners than 50,000 miles less and a dubious history. 

So, what have we found at less than £2000 on the second-hand market? Plenty of Coupés but only one Roadster. Unless you are lucky, you need to budget at least another £500 to get one of those which is worth having.

**£1990.** First is a silver 1999 V-registered quattro Coupe in silver, heated black leather and a Bose sound system. It's done 128,000 miles, but from the detailed close-ups it looks very smart indeed. No mention of engine type, but it's got twin tailpipes. Definitely worth a look.

**£1995.** Second is a much newer one, a 2003 on a 52 plate and a 180 PS single-tailpipe car, also in silver but with 160,000 miles. It's a quattro and has the 6-speed 'box and best of all, a full Audi history with the last belt change done at 151,000. Could be a bargain.

**£1895.** Now this one we like. A very dark metallic green 180 PS quattro from 2002 on an 02 plate; the car looks very straight and clean and the black leather appears to be exceptional. 135,000 miles with history

including a cambelt change. The colour makes this one.

**£1995.** A 225 PS quattro in the same dark green with black leather, it's a bit older at 2000 on an X registration and at 193,000 miles, it's been around a bit. But it looks immaculate and the interior has worn very well. It also has Michelin all round.

**£1999.** An X registration 180 PS Roadster in black and the only Roadster we could find under £2,000. Looks okay, but according to the advert it smokes when cold. In that case, it's basically knackered even if it does clear as it warms up. Another £500 buys a good one.

So, to sum up: £2,000 won't buy you a mint TT and it probably won't buy a Roadster that's worth having – but a lucky bid on eBay may just get you one. What £2,000 will buy is a very clean and smart TT Coupé that, with regular maintenance and a couple of preventative jobs doing (the sump and oil strainer for example), will always be worth about what you paid for it. After all, the depreciation curve has already done its worst.

**'Unless you are lucky, you need to budget at least another £500 to get a Roadster which is worth having...'**



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# Brake overhaul

*With an MoT test looming, it was all too clear that Project TT needed a new rear brake calliper as well as discs and pads, all of which can be dealt with on a DIY basis, as **Andrew Chapple** demonstrates...*

AS WITH EVERY car over three years old, this TT is subject to an annual MoT test and, just over two months after purchase, it was due to expire. A private buyer would have been wise to ask the seller to put the car through its test early, but working in the motor trade I wasn't too concerned. Even approaching its 10th birthday, a well-maintained Volkswagen Group car rarely fails on anything too costly.

Not long after taking delivery, however, I began to notice that the handbrake was weak and the lever had too much travel, typical symptoms of a sticking rear brake calliper – a common problem on little or gently used cars. This was accompanied by an occasional creaking from the rear brakes when manoeuvring at low speeds, caused by the pads binding slightly with the discs, suggesting that the calliper handbrake mechanism had seized in the partially applied position.

Handbrake efficiency is an important part of the MoT test and while it doesn't affect the car's performance, nobody wants to see their pride and joy rolling away down a hill! Another issue with a sticking calliper is that it can cause the pads and discs to stay in contact even when the



handbrake has been released. Quite apart from increasing fuel consumption, this can lead to premature wear and, in extreme cases, the heat caused can damage wheels, tyres and even the grease in the wheel bearings.

Raising the TT on a vehicle lift, I was able to rotate the wheels by hand but it was immediately obvious that the left rear was the culprit, with a degree of binding evident, accompanied by creaking as the wheel turned.

Before condemning the calliper, it is worthwhile removing it and giving the

brake pad contact areas a thorough clean with a wire brush, as an accumulation of dust and dirt can stop them operating correctly. Unfortunately, this didn't work so a new calliper was the only option.

While the calliper was off, I was able to inspect the rear discs and pads. The brake pads were an aftermarket brand intended for fast-road use and only operate at their best when warmed up; while cold they can actually be less effective than standard pads, especially on the rear of a vehicle which is responsible for only a fraction of the car's overall braking effort. They had plenty of

**'I began to notice that the handbrake was weak and the lever had too much travel, typical symptoms of a sticking rear brake calliper...'**



life left, but would need replacing as the discs were sufficiently corroded to justify replacement and old pads should never be used on new discs. Unlike the faulty calliper, the discs wouldn't fail an MoT as they were not seriously weakened, but with some trackday use planned for the future, replacement was the only sensible option.

Thankfully, unlike previous generations, cars like the Series 1 TT which are based on the Mk 4 Golf platform, have rear brake discs which can be replaced separately from the wheel bearings, just like the fronts, making the process far quicker.

With the car safely raised and the wheels removed, the first job is to remove the rear brake calliper from its carrier. This entails undoing both the upper and lower 13 mm bolts while holding the 15 mm slider pins into which the bolts locate, to prevent them rotating in unison. The calliper can then be carefully levered away from the discs and suspended, so as to not put strain on the brake hose.

The brake disc is retained to the hub with a countersunk crosshead screw which is often seized in place; if a normal screwdriver fails to remove it, then an impact driver will be required. In extreme cases it might need to be drilled out and the threaded stub removed with an extractor. Even then, the disc itself may remain stuck to the hub, in which case a few taps with a hammer should release it.

Unlike a lot of cars, the TT's rear discs can actually be removed without the need to remove the calliper carrier, although it's a close call and requires a bit of fiddling about to manoeuvre them clear.

The hub mounting flange should be carefully cleaned up using a wire brush, as any corrosion here will result in the new disc not sitting perfectly square on the hub, leading to run-out and vibration when braking. It's also a good time to give the pad seating areas on the calliper carrier a similar treatment. The calliper slider pins simply pull out of the carrier and it's worth checking that they still have some grease on them, especially if the brakes have been running hotter than normal.

Even though I was replacing this calliper, it's a good idea to use a proper re-set tool to wind the piston back into the original caliper, as if you were fitting new

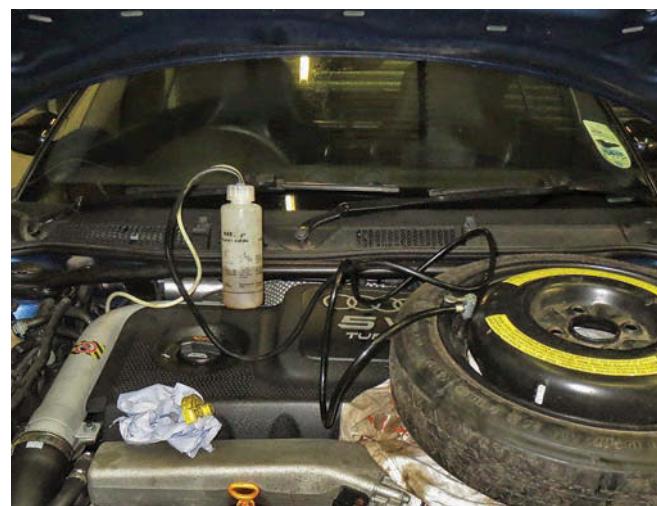


pads, as this will minimise fluid loss when disconnected. It's not unusual for it to take a lot of effort to start the winding back process, especially if the calliper has been showing signs of sticking, as was the case here.

The quattro Sport has its callipers painted red. I did originally consider buying a standard silver Pagid calliper from Euro Car Parts for £81.60 and then repainting it, but instead went for their pre-painted TRW part for £111.60, identical to the original apart from missing the VW Audi logos.

I decided to mount the new calliper before disconnecting the fluid line on the old one, but before doing this I needed to install the





new disc and pads. Just like the genuine Audi brake discs, Pagid discs come with the GEOMET anti-corrosion protection which removes the need to degrease them before assembly, as well as keeping them looking good for longer once they are installed.

The brand-new disc is, of course, fractionally thicker than the old worn one so it will be a little tighter when trying to slot it in place between the hub and the carrier, but all that was required was a firm pat with the palm of the hand. Before installing the retaining screw, it's worth applying some copper grease to its threads; there's no need to tighten it too much as it is only a retainer; the disc will be held firmly in place by the wheel bolts.

A smear of copper grease can also be applied to the rear of the brake pads once the backing foil has been peeled off, although manufacturer Pagid now recommends Cera Tec, a metal-free anti-squeal lubricant for braking systems which is non-conductive and facilitates brake assembly.

The pads can then be placed in to the carrier and the calliper slotted carefully over the top of them. One of the advantages of using Pagid brake pads is that they come supplied with new calliper retaining bolts, important as the threads are coated with a locking compound and shouldn't be re-used. As the pads are sprung against the calliper body, it can take a little effort to line the

calliper up with the slider pins into which the bolts locate, a process eased by partially winding in one bolt, then the second, before tightening both to spec.

The handbrake cable needs to be disconnected from the old calliper using a flat-blade screwdriver to ease the nipple from the arm and it is then carefully pulled through the body, taking care not to damage the rubber boot, after which it can be fitted to the new calliper by reversing the process, leaving just the brake fluid connection to be dealt with.

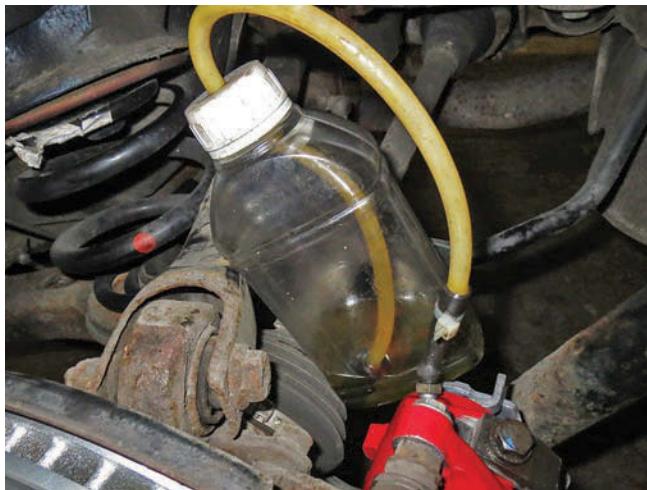
To minimise fluid loss, a clamp was applied to the brake hose and then the banjo bolt was disconnected from the calliper using a 13 mm socket. It should have been a simple case of just threading it into the new calliper but the banjo bolt has a washer either side of its slot in the brake pipe and the washer on the calliper side had corroded sufficiently to attach itself to the calliper.

I was able to remove it relatively easily and, after cleaning it up, attempted to slot it back over the bolt threads only to realise that it was ever so slightly too small, having probably been heated up during assembly to clear the threads. Luckily, using a socket and hammer, I was able to ease the washer over the threads and finally get the bolt into the new calliper after which the hose clamp was removed from the brake line.

The final and arguably most important part of the job is to bleed the new calliper and for this I used a Gunson Eezibleed kit, available for around £35, which is not only a one-man operation but also prevents the risk of damaging the brake master cylinder seals, something that can occur when performing the traditional two-man method of brake bleeding, pumping the pedal and holding it down, which requires the brake pedal and master cylinder pistons to travel further than they would during the normal operation of the brakes.

Eezibleed works by pressurising the brake lines using the air pressure from a spare wheel. The normal brake fluid reservoir cap is replaced by an adapter which transfers the air pressure from the tyre to the fluid in the reservoir, this in turn pressurises the fluid in the brake lines which forces the fluid out of the calliper bleed nipples once they are released. →





To avoid brake fluid spraying everywhere, it's important that the tyre used to pressurise the system is inflated to no more than 20 psi, something to bear in mind if you are using a spacesaver spare wheel that is normally inflated to 60 psi. It should be deflated to 20 psi, and then re-inflated afterwards.

With the kit's reservoir bottle containing sufficient fresh brake fluid, its cap firmly applied and the adapter connected to the brake fluid reservoir, it's time to connect the air pressure from the tyre. There should be no audible sounds of air escaping; if there are then this will be due to the kit's connections not being air-tight so disconnect the pressure connection and check them carefully. Once the system is air-tight, bleeding can begin.

The Eezibleed kit comes with a short length of tube which should be slotted over the bleed nipple and its other end placed in a jar or bottle to collect the extracted fluid. It's important to make sure that there is sufficient brake fluid already in the jar to cover the end of the hose to prevent air entering the calliper. An 11 mm spanner can then be used to carefully release the bleed nipple until brake fluid starts flowing into the jar.

I wasn't, on this occasion, performing a full brake fluid change, so I only needed to extract enough fluid to ensure there was no air in the system, something that can be ascertained by inspecting the escaping fluid for air bubbles as it passes through the tube. Once satisfied that this is the case, the bleed nipple can be re-tightened, the hose removed and the bleeding kit under

the bonnet can be disconnected. Take care not to spill brake fluid on to the paintwork as it is corrosive; if this does happen, it should be quickly washed off with water.

All that remains is to follow the same process and replace the disc and pads on the other side. You should never replace the disc and pads on just one side of the vehicle, always fit them in matching pairs.

With both calliper pistons having been wound fully back to facilitate the fitting of the new pads, it is vitally important that the handbrake lever and the brake pedal are operated repeatedly, with the engine running, to re-set the pad position before driving the vehicle. It will take a while for the pads to bed in, but if the brake pedal continues to feel at all soft even after this has been performed then get some professional assistance. Take no risks with your brakes!

With the back brakes now in full working order, I was reasonably confident of a MoT pass so I booked a slot at Selly Oak Garage where tester Paul Moseley did the honours with the assistance of his state-of-the-art automated test lane. In the past, an MoT tester would require an assistant inside the car to perform some of the test requirements, but these are now done electronically and it's a fascinating sight watching your car jiggling about while the tester checks from underneath for worn suspension components.

One thing even this modern test station can't perform is a brake test for all-wheel-drive cars like this TT, so Paul has to perform this on the road, using a decelerometer known as a 'Tapley' after its manufacturer. This used to be a cumbersome old-fashioned scientific instrument but is now a lightweight digital device that can be located on the dashboard, floor or passenger seat of the vehicle. The



test requires Paul to apply the brakes fully at 20 mph and to make a note of the brake efficiency reading on the device. This is then repeated at a lower speed using just the handbrake lever.

This and the rest of the test was passed with flying colours, but Paul did advise me that the front brake discs would soon require replacement due to corrosion – not a problem as upgrading the front brakes to the V6 spec is on the 'to do' list and that will be covered in the next issue. ■

**'You should never replace the disc and pads on just one side of the vehicle, always fit them in matching pairs...'**

## Contacts

**Euro Car Parts (ECP)**  
[www.eurocarparts.com](http://www.eurocarparts.com)

**Gunson**  
[www.gunson.co.uk](http://www.gunson.co.uk)

### Parts prices (all include VAT)

Rear brake discs (256 mm vented)  
Rear brake pads  
Rear brake calliper (red)  
Gunson Eezibleed kit

### Euro Car Parts

£27.54 each (Pagid)  
£14.22 set (Pagid)  
£111.60 (TRW)  
£35.81 RRP

### Audi main dealer

£59.99 each (genuine)  
£45.11 set (genuine)  
£168.36 (genuine)

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RBP361	A3 SPORTBACK 5 8.2004>5.2008
RBP362	A3/S3 SPORTBACK 5 6.2008>3.2013
RBP158	A4 4 12.2007>1.2012 (NOT S4)
RBP462	A4 AVANT/ESTATE/S-LINE 9.2004>3.2008 (NOT S4)
RBP159	A4 AVANT/ESTATE/S-LINE 4.2008>1.2012 (NOT S4)
RBP566	A4 AVANT/ESTATE/S-LINE 2.2012> (NOT S4)
RBP341	A6 AVANT/ESTATE/S-LINE/ALLROAD 11.2004>8.2011 (NOT RS/S6)
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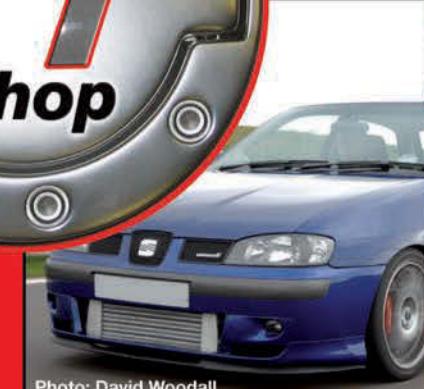
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United Kingdom

**Colin Hathway, Lincolnshire TT 3.2 DSG & TT 2.0 TFSI quattro S line**



**SINCE 1998 I have bought only Audis. Before then I had a Mini 850, Turner Sports, Mini Cooper S 1275, Mini 1000, Lotus Europa Twin Cam Special, Saab 99EMS, Mk 2 Golf GTI 8V and 16V, Vauxhall Carlton, Ford Mondeo V6 and an MGF.**

My enthusiasm for Audi dates from watching quattros rallying. I bought one of the first A3s, a 1.8T Sport automatic in early 1998 and was happy with it for over four years and 100,000 miles. To replace it I wanted quattro, but also wanted to have an automatic, which limited my options. I went to the 2002 Birmingham Motor Show and liked the look of the V8 S4, but automatic was to follow 'later'.

There had been rumours of a new version of the TT with a larger engine and a dual-clutch gearbox, so I asked the Audi representative who was with the TT at the show about this. She consulted her hand-held computer and, to my pleasant surprise, confirmed that there would indeed be a TT with a new kind of gearbox.

I knew about dual-clutch gearboxes because I had seen them in action on the race track in Porsche 962s, and in Walter Röhrl's Sport quattro on the 1985 RAC Rally. I rated it as a brilliant design for an automatic gearbox and I wanted one. I had looked at TTs before, and had even driven a couple, but never felt any great urge to own one. So, you could say that I bought the gearbox and the TT happened to come with it. Indeed, if I had known that the A3 would be

available with that gearbox shortly after the TT, I would probably have bought another A3. Fortunately I didn't.

After the Motor Show I went to my Audi dealer in Grimsby and explained what I wanted. They knew nothing about it but took my deposit and assured me that I was now top of their list if any such thing should appear. And I waited. The TT V6 3.2 DSG was officially announced and I confirmed my order and chose my extras. And I waited...

Eventually, on October 1, 2003, 11 months after that Motor Show, I took delivery of a Series 1 TT Coupé 3.2 quattro DSG. The basic car was very well specified, so the only extras I chose were cruise control, BOSE sound system, and a 6-CD changer. I opted for Alcantara rather than leather, and chose the 7-spoke wheels. The 9-spoke possibly look better but the 7-spoke were unique to the 3.2, would be easier to clean, and at half an inch narrower, but with the same size tyres, might be marginally less vulnerable to kerb damage.

Silver was such a common car colour that it would have been nice to have something different, but to my eyes the TT looks best in a light silver, so I had ordered Ice Silver metallic. The interior was black. It looked superb and I drove away happy.

The first big trip, only a few days later, was from our North Lincolnshire home to Audi Driver International at Castle Combe, where it was quite a rarity and a few people gathered when I opened the bonnet to show off the V6.

We continued the running-in by taking a tour of the very north and west of Scotland for a week. Then in November we drove to Le Mans for the 1000-km race on the short circuit, which was won by Tom Kristensen and Seiji Ara driving an Audi R8.

For the next four and a half years and 85,000 miles the TT was our only car. It did a regular, 8-mile each way, commute, and my wife Penny used it for business trips to South Yorkshire, Teesside, and the Lake District. At weekends we were all around the country, often to watch motor racing or rallying.

There were many holidays on the continent, again often with some motor racing. To Germany to see the Audi UK Team Veloqx Audi R8 of Pierre Kaffer and Allan McNish win the

**'The first big trip, only a few days later, was from our North Lincolnshire home to Audi Driver International at Castle Combe, where it was quite a rarity...'**

**'To Norway in late May when there were still some snow banks on the roadside that dwarfed the car...'**



Nurburgring 1000 km race. A tour of the Netherlands and Belgium including seeing Mattias Ekström win DTM in an Audi at Zandvoort and Jamie Davies and Johnny Herbert win the Spa 1000 km in the other Audi UK Team Veloqx Audi R8. To Hockenheim to watch DTM. It was on this trip that the autobahn cleared on a lovely evening, so I put my foot down resulting in an easy and totally stable 140 plus mph. To Le Mans for the Test Day for the 24-hour race, then over the Furka and Flüela alpine passes to visit relatives in Munich and returning home via the German Romantische Strasse. To the Le Mans Test Day again the next year to see the debut of the Audi R10 TDI. To Spain for a holiday touring in Asturias and the Picos de Europa, then down to just north of Madrid for the Jarama 1000 km race. To Norway in late May when there were still some snow banks on the roadside that dwarfed the car. The speed limit is low but the scenery is marvellous and the roads interesting, including the 15-mile long Lærdal tunnel.

I also took the TT on track at a Club Audi event at Curborough, and on trackdays at Elvington and Cadwell Park. It also went up the Brooklands test hill at a TT Owners' Club event.

The car only needed routine maintenance, apart from two minor points that I fixed myself – a drop of oil on the brake-light switch to stop it creaking and one new front sidelight bulb. I made no modifications. It averaged about 26-28 mpg commuting and 31-33 mpg on the longer runs.

Likes and dislikes? The external design is superb, but spoiled slightly in my view by the changes for the 3.2. The larger air inlets low down at the front and the silly fake grilles at each side mar the simplicity and purity of the original design. I actually like the extension to the rear spoiler, but I hate the black honeycomb valance round the exhausts, which I found impossible to get clean. The interior design is fabulous. With all the genuine alloy and the repeated pattern of eight dots on circles it is lovely place to be.

For something so small and sleek, the TT is wonderfully practical. The boot is just big enough for our stuff without folding the seats. We never had a passenger in the rear seats but they are extremely useful for a jacket, magazine, or the odd bag of shopping.

I would have been more comfortable if the steering wheel pulled out another inch or



two, so that I could stretch my legs more, and adjustable lumbar support would have helped. The suspension is too firm to be comfortable all the time; it jars quite badly on some bumps. The A-pillar causes a blind spot, but you get used to looking round it. The car is quiet enough to be a pleasure for long journeys and motorway cruising. Performance was good, but the engine was a bit too 'revvy' for my liking as I prefer mid-range torque rather than top-end power. The Sport mode on the gearbox was useless unless you want to scream about at maximum revs in second gear most of the time. The launch control is a gimmick. I tried it out, demonstrated it to a friend, used it at Curborough, and then forgot about it.

The handling was fine for me when driven briskly on the road. It was also good on track, although as it was my only car I didn't push it too hard. It was definitely heavy at the front end, in fact a bit heavy overall, but enjoyable nonetheless.

The quattro drive system worked very well. When making a quick getaway on a slimy surface a moment of slip at the front could be felt before power was transferred to the rear to get you going smartly.

We very much liked the TT, but by 2008 I was wondering what to replace it with. I wanted to try a Torsen quattro and fancied the V8 S5, but – usual story – the automatic was to follow 'later'.

Then the gearbox on the TT started to play up. I had always felt that the gearbox



wasn't quite as good as it should have been. Occasionally the acceleration would be sluggish, as if the clutch was slipping in second gear. Sometimes it was a little jerky. Now it occasionally lost drive altogether. It happened briefly a couple of times when manoeuvring and then it stopped completely on a roundabout. It was towed to the Audi dealer, but by the time it got there it was working again and no fault could be found. The recommendation was to run it for a while and then bring it in again for another check. This was the worst kind of intermittent problem. We had a four-week holiday to Italy planned and I definitely did not want to set off with the TT as it was. I needed a new car, and quick.

At that time the only quattro version of the Series 2 TT was the V6, and I didn't really want another V6 so I decided to buy a three-door S3. My salesman found me one in stock and the deal was done. It was the right decision to trade in the TT because I heard that it packed up on the new owner as he drove it away. That could have been us in Italy. It had been a really good car until that problem. It was registered FY53 WVH and I last saw it advertised on AutoTrader by a Bradford dealer three or four years ago, if I remember correctly. Does anyone know where it is now?

I didn't realise how much I had liked the TT until it was gone. I remember driving home from the dealership in my brand new S3 and thinking 'What have I done?', having swapped from a superb, low coupé to this bulky and tall-feeling family hatchback.

The S3 is undoubtedly a fine car, but I never warmed to it and I kept it less than a year and 12,000 miles. The biggest problem was that the dual-clutch S tronic automatic gearbox had not yet been introduced on the S3 so it had a manual gearbox, and that just felt totally antiquated. I also found the engine disappointing. It is capable of high performance but it seemed reluctant to give it, presumably because of the larger turbo it uses.

I still wanted to try a Torsen quattro so I was considering a tiptronic automatic S5. Then I found rumours that the new S4 would be a supercharged V6 with an S tronic dual-clutch gearbox. I decided to wait for the S4.

I took delivery of an S4 in March 2009 and it was a very fine car. I ran it for four years and

53,000 miles. It turned out to be the right car at the right time because I needed the extra seats and luggage capacity a few times, but by late 2012 I was thinking about something smaller again. By now, the S4 gearbox was beginning to thump on the change from second to first when hot, so it looked like a good time to move on. There were rumours about a new TT but I guessed, correctly as it turned out, that it would be at least a couple more years before that was available, so I had a good look at the Series 2 TT.

I test-drove a TT RS Plus, but after the S4 the sports exhaust seemed stupidly loud and the ride was too harsh. I didn't want a TTS for various reasons, including the fact that the engine was very similar to that of my S3. The figures showed that the basic TT 2.0 TFSI gives the same maximum torque of 350 Nm as the TTS, but over a wider rev band with a smaller, hopefully more responsive, turbo, so I gave it a try. It went very well.

In November 2012 I ordered a Series 2 TT Coupé 2.0 TFSI quattro S line S tronic. Grimsby Audi gave me a good discount and a reasonable trade-in for the S4. I ordered Ice Silver metallic with black interior again. There were rather more optional extras on offer than for the Series 1 and I ordered plenty of them, which was expensive, but I would do the same again: Comfort package

**'I didn't realise how much I had liked the TT until it was gone...'**



**'In November 2012 I ordered a Series 2 TT Coupé...'**





**'The S tronic gearbox is fabulous. At last, third time lucky, this is how a dual-clutch gearbox should be...'**

(cruise control, automatic lights and wipers, dimming interior mirror, rear parking sensors, sunband), Technology package (DVD satnav, Bluetooth, music interface), BOSE sound system, electrically-adjustable and heated front seats, extended leather package, interior light package, storage package, tyre pressure loss indicator, hill hold, adaptive headlights, high-beam assist, dimming and folding door mirrors, deletion of engine technology designation at the rear (that one was free!), and finally the two-year warranty extension.

I took delivery on March 13, 2013. This time there were no doubts as I drove away. The S4 is an impressive car, but what a pleasure it was to be back in a small, light, responsive coupé.

I was concerned that the S line suspension might be uncomfortable, but it is OK, certainly better than my first TT. Most of the time it is very good but it can't cope with some rough surfaces and if your daily commute was on that type of surface you would want something different.

I was also a bit unsure about the performance because this was my first Audi that was less powerful than the previous one. I needn't have worried. The light weight and the torquey engine give excellent performance with the bonus of good fuel consumption. We no longer commute and the TT very rarely does a round trip of less than 20 miles, but the trip computer is showing an average of 37.3 mpg over nearly 23,000 miles from new.

The S tronic gearbox is fabulous. At last, third time lucky, this is how a dual-clutch gearbox should be. Although nominally the same as that in my first TT, it is much better; totally smooth, wonderfully responsive, and glitch-free (I do hope it stays that way!) The way that it changes down through just the right number of gears to give you engine braking



when it senses that you are controlling your speed with the brakes when going downhill is beautifully judged.

The TT is coming up for two years old now. It has only needed one routine service and there have been no problems. I have made no modifications except a bracket on an air vent to hold the Brodit mount for my mobile phone. I still use TomTom navigation on the phone sometimes, because it can be quicker to set up than the built-in satnav.

We still get about a lot at weekends, often to watch motor racing. Holiday breaks have included South Wales and Kent, and the car has been overseas three times so far. A holiday at the Italian lakes, coinciding with the Monza Grand Prix, then home via the Audi Museum in Ingolstadt, the Technic Museum in Speyer (highly recommended – includes a real Boeing Jumbo jet mounted like an Airfix model, and you can walk on its wing), and the Frankfurt Motor Show. A tour of Northern Ireland and a tour of eastern Germany including DTM at Lausitzring and ADAC GT racing at Sachsenring.

How does my Series 2 compare with my Series 1 TT? Although the S line is very stylish, it cannot compete for looks with the Series 1 TT. Inside and out the original TT is a milestone in design, an icon, a complete classic. The Series 2

feels unnecessarily wide compared with the Series 1. Apart from that though, for me, the later car wins everywhere: performance, economy, ride, handling, comfort, practicality, even the sound. It was easy for me to find a comfortable seating position, which is very rare; the electric seats help with that. The slightly greater capacity of the Series 2 boot is useful. Overall we are very, very pleased with this TT. It is the best car I have ever owned.

Some motoring journalists, who seem to think that driving only happens on Welsh mountain roads and race tracks, say that the TT is not a proper sports car and not exciting. Good, I say. I didn't buy the TT to be a sports car or exciting. I bought it as a GT car and for satisfaction. I don't want spinning wheels and tail-out slides, I want swift and secure. The S4 was very clever with its Torsen central differential and active sport rear differential, but I hated it when on dynamic settings the back end stepped out on a tight, slippery roundabout. My driving preference was set by my experiences of the original Mini. On the road, I like power-on understeer. I like to flow down the road at a decent speed and in safety. That is why I like my TT.

What will I buy next? I see no reason to change for a while yet, but reading about the Series 3 TT makes me think that it is very likely to be top of my list when the time comes.

**'I don't want spinning wheels and tail-out slides, I want swift and secure...'**

## Chris Low-Foon, Croydon 2000 TT Roadster



**I ORIGINALLY purchased my TT Roadster in November 2012. Typically, at that time, it wasn't the sort of car I was intending to buy. However, there was something about this one that caught my attention.**

The colour (Nimbus grey) was something I never knew the Series 1 Audi TT came in and instantly fell in love with the uniqueness and rarity of it. The colour pretty much sold me and I only had a quick look around before immediately making the decision to buy it.

I already had my mind set on how I wanted it to look, and what needed to be done to it to stand out from the rest, as I've done with all the cars I have previously owned. Being the 180 bhp version, it came with the single-tailpipe exhaust and I immediately knew I wanted the dual exit type, so not long after completing the purchase I had a cat-back Milltek exhaust system installed by AmD Essex, with twin tailpipes of course.

The karma of buying a car too quickly bit me back, as I soon noticed to my despair that the turbo had become increasingly smokey. I weighed up the costs of putting a like-for-like back on, or upgrading it, and eventually made the decision to upgrade to a K03 Hybrid built by Beach Buggy Turbos, consisting of a K04

turbine, billet K03S compressor and an uprated 15 psi actuator.

From this exact point onwards, the modification bug bit me and money started flowing into the car. A set of 225 injectors were ultrasonically cleaned and flow-tested, along with a 225 MAF sensor, Creation Motorsports TIP, Toyosports FMIC and a Forge 007p diverter valve which nicely accompanied the turbo. The car was last dyno'd at Garage Streamline at 269 bhp.

From there, one thing led to another and I ended up back at AmD Essex again for the installation of a set of AP coilovers and the 18-inch Mercedes Eltanin alloy wheels. This car attends a number of car shows and events around the country, and it won Car of the Month in March 2013 at PREPT which is a monthly gathering at Brands Hatch.

At the end of May 2014 we took the car for a 2500-mile road trip through Germany to Worthersee in Austria, stopping at various museums and attractions along the way including the famous Nurburgring. I am extremely pleased to say the TT performed amazingly without a fault and was such a pleasure to drive!

**Brief specification**

- Audi TT (180) quattro
- Nimbus grey, 73,000 miles

**Engine:**

- AUQ 1.8T (Originally 180 PS, now 269 bhp)
- K03 hybrid comprising K04 turbine, billet K03S compressor with an uprated 15 psi actuator
- Relentless 3-inch downpipe
- Milltek Sport resonated twin-tailpipe exhaust
- Interchangeable decat (bolt-on sports cat, never used)
- N75 Race valve
- N249 Delete
- Forge 007p dump valve
- Creation Motorsports turbo intake pipe
- 225 MAF sensor
- 225 injectors, ultrasonically cleaned and flow-tested
- NGK spark plugs BKR7E
- Drilled airbox
- Revo panel filter

**Suspension and wheels:**

- AP coilovers
- Adjustable tie bars
- Fully polybushed front wishbones
- Polybushed dogbone mount
- Mercedes Eltanin 18-inch alloy wheels, with Bridgestone Potenza tyres

**Other upgrades:**

- 6000k HID Xenon headlights

**Recent servicing**

New CV boots, top mounts, ball joints, new brake pads and discs all round, air-con recharged and diff oil serviced.

## Chris Starbuck, Ware TTS Coupé



**I PURCHASED my Audi TTS from Audi as an approved used vehicle. After searching for months for the right car, in January this year I paid £20,000 for a two-owner vehicle with 30,000 miles on the clock. The car is Ibis white with half black and silver leather interior, with upgraded 19-inch RS6 alloy wheels. It was otherwise standard and in immaculate condition, exactly what I had been looking for.**

I part-exchanged a Range Rover Sport I had purchased six months before, and before that I've owned in excess of 20 cars, including most recently a 981 Porsche Boxster S, a Mercedes SLK 350 and BMW 1-series M-sport Coupe. I never adapted to the Chelsea tractor and with a new house purchase in December I decided it was best to change now, to free up some cash for the girlfriend's crazy expensive taste in soft furnishings!

I had never owned an Audi before, but my father and a friend owned an RS 5 and an S5, and wouldn't stop going on about how impressive the quattro system was. I have always had a love for convertible sports cars but with the increasing need to travel 10,000 miles away to actually get any sun, I decided there was little point any more. So, having enjoyed the benefits of four-wheel drive with the Range Rover, but lustng after the sporty cabriolet looks of my former cars, I figured that the Audi TTS was the perfect compromise...

I had several thousand pounds worth of work done to the car at Audi Basingstoke before even taking delivery. I like my cars to always be in immaculate condition so they feel brand-new. The car had a full service with new pads and discs plus new tyres. I also decided to

put a new OEM cat-back exhaust on so the pipes were gleaming as I knew it would never polish up well. I also had the facelift foglight surrounds and lower grille fitted to smarten up the front end and a new Audi windscreens fitted as the original was covered in minute marks.

The car was delivered to me on a Saturday morning at 7.00 am in the snow; it was like

**'Having enjoyed the benefits of four-wheel drive with the Range Rover, but lustng after the sporty cabriolet looks of my former cars, I figured that the Audi TTS was the perfect compromise...'**

getting a present on Christmas Day! I had the car booked in at Hazydayz Audi Retrofitters at 8.00 am to have the Audi Navigation System Plus fitted, as this was the key option it didn't have. It was then booked in straight after at 9.00 am with In The Detail Care at St. Albans, for a professional inside and out detail, machine polish and engine bay clean.

The first time I stepped into the car to take it for the various works I immediately fell in love with it. The quality of the interior was not far off that of the Porsche, and it exceeded the BMW by miles. The extended stitched leather, aluminium trim and glowing white illuminated dials really make you feel like you're inside something special. I turned on the ignition and pulled out onto the High Street where I live and as I accelerated away and the DSG gearbox changed up for me, I heard the echo of an exhaust pop and felt





a big grin appear on my face. The car gripped the road fantastically in the icy weather and was considerably quicker than I had anticipated. I dropped the car off for its full detail after toying with the new RNS-E unit; which I must say is very good, if you can source one at a reasonable price.

When I picked up the car it was literally like it had just been dropped off at the showroom straight from the manufacturers. The colour popped and was like a completely new shade of white, far more prominent than before. If only main dealers prepared their cars to this standard. I knew that by the time I reached

home it would be a complete mess again, but for the five minutes of feeling like I was driving a brand-new car it was well worth it.

The TTS is my daily driver and I have since been using it for everything from the commute to the weekly shop. It really is a good all-round car and I have had nothing but complimentary comments. I am currently averaging 27 mpg but being a new car to me, the temptation to push the right pedal is hard to resist. I would imagine you could get better if you're sensible, but let's face it, if you wanted a sensible choice you would opt for diesel A3 right? Overall, the running costs are so much cheaper than

my previous cars. As well as better mpg, the insurance is cheaper, road tax is no longer £500 and Audi servicing is reasonably priced.

I don't intend on modifying the car in the normal sense. I have already spent a lot of money on adding OEM parts and preparing it, and I will continue to do so until I have a perfect example. My current plans include having the alloy wheels properly refurbished and the OEM flush rear parking sensors fitted. Then, of course, having my private number plate fitted, which is almost customary these days. I then intend on enjoying the car for what it is – a fantastic, everyday driveable sports car!



## David Leslie, Leyton 2002 TT 225 quattro

**THIS WAS THE** first car I have ever owned, and I'd wanted one ever since the concept car was revealed at the 1995 Frankfurt Motor Show. You could say it was, and still is, my dream car.

I am a Product Designer, and have always studied Art and Design. In my opinion, the design of the Audi TT is timeless as there aren't many cars that stay so close to the original design concept. In fact, it was the design and build quality that drew me towards the TT, and I like to think that if I did turn my hand to car design it would be a car that I could create, because Bauhaus is my favourite art movement and I often design my products with a simplistic, geometric, and clean industrial look.

I set my goal of owning a TT in 2000, and after a lot of hard work and saving I purchased

my TT in 2005 for £14,700. I intended to keep it as original as possible, and have only added a handful of modifications, including lowering springs, adjustable tie-bars, Audi TT quattro Sport alloys, LED lighting, centre armrest, and the infamous WAK TT re-map, which brings the power up to over 260 bhp.

I have the TT regularly serviced at APS and use 4Rings for any work I cannot do myself, and in 10 years of ownership I have had no major problems. It is still on the original clutch, which is quite impressive and a testament to the TT's build quality and reliability. I have suffered from the more common issues such as a faulty coil pack, and I have recently had to change the voltage regulator, but these are minor issues compared to a relatively care-free driving experience.

**'In my opinion, the design of the Audi TT is timeless as there aren't many cars that stay so close to the original design concept...'**

The TT is my daily driver and it always brings a smile to my face when sit inside the cabin. The only real downside, as I have recently discovered is that it is not very baby friendly – I can fit the baby seat in front but then there is no room for anyone else in the back. Fortunately, I also own an A2, which is a great little family car.

My wife, Lynn, thinks I spend a bit too much time washing and looking after the TT, but I can assure her that she is the love of my life, and the best day of my life was when we got married (and not when I picked up the keys to the TT..!)

Becoming a dad has also re-energised my love for my TT as my new goal is to maintain it in great condition so that I can pass it on to my daughter Elyssa and let it be hers, to enjoy it as much as I have. Who knows, one day she may also be able to pass it on to her children!

## James Hickey, Marlow 2007 TT 2.0 TFSI S tronic



**'I decided to give the TT a 'refresh' and embarked on the somewhat addictive process of modifying it...'**

**MY SERIES 2 TT 2.0 TFSI S tronic is the first Audi I have ever owned. Previously I'd had a Chrysler Crossfire 3.2 V6 for about four years, before I part-exchanged it for the TT at Reading Audi in January 2008. I loved the Crossfire because of the looks it got wherever I went and the fact that it was built on the Mercedes SLK platform, but after 50,000 miles it had started to experience various mechanical problems and I decided to chop it in for something I felt would be a little bit more reliable...**

I bought the TT because I was specifically looking for a 2.0-litre turbo-engined car with a paddle-shift gearbox. All the reviews I'd read about the 2.0 TFSI engine were excellent, one even stating that 'It was the best 2.0 turbo they had ever driven'. I actually jumped a 6-month waiting list at the Reading Audi dealership because they had the exact specification I was looking for on a TT sitting in a warehouse in London, still wrapped in plastic, and because I wasn't 'ordering from the catalogue' and specifying various options, I could take delivery right away.

Finished in Phantom black, the car had a full black Nappa leather interior, Bluetooth phone prep and the engine and gearbox spec I wanted, so it was really a no-brainer. If I'm telling the truth, I really wanted a 4-wheel-drive car, but when I was buying and in need of ditching the Crossfire, there was no quattro version of the 2.0 turbo TT available.

I have now owned the car for exactly seven years and have covered about 64,000 miles and I have no regrets about buying and owning it for that time. The TT has been super-reliable and I've had no major issues with the car at all, which is what I would expect from owning an Audi. I love the build quality, the way it handles

in the corners and the way it feels in terms of how it sits on the road. The DSG gearbox is superb, the engine feels bulletproof and I find it a very dynamic car to drive.

I have, however, had the common minor failures that most TT owners are familiar with, such as sticky/failed paddle-shift micro-switches, a broken parcel shelf bracket, seized bonnet releases, broken plastic bonnet release handles and, after 60,000 miles, my first electric window regulator failure. These are all minor issues, though, considering the overall hugely positive experience I've had of owning this car.

A couple of years ago, I was trying to decide whether to buy a new car, or carry on driving the TT. I wasn't keen on spending so much money on a new car, and I really didn't want to ditch the TT, so I found a local independent

Audi/VW specialist called Mark at MDM Technik, who explained how I could improve the car. I decided to give the TT a 'refresh' and save myself the cost of a new car and so I embarked on the somewhat addictive process of modifying it. To begin with, I really just wanted to improve the engine performance but I've since opted to slowly create a road-legal trackday car instead, as and when time and money allow.

So far, I've added a Milltek high-flow cat-back exhaust system with Milltek quad tailpipes, a Revo induction system and an Autotech high-capacity fuel pump. The engine mounts have been upgraded and I've since added a Forge intercooler, Forge silicone boost pipes, and a Forge recirculation/dump valve. I'm now up to Revo Stage 2+ and the increase in power





PHOTO: JIM GAISFORD

and torque has been epic – it's really like driving a new car and the modifications I've made have re-kindled my love for the TT! I'm still using the stock turbo and it amazes me how much additional boost can be gained from the original Audi components, just with some tuning.

I've had no issues with the new tuned configuration either, it all just works perfectly and at a recent rolling-road test day at AmD Essex the power readings were pretty respectable at 270 bhp and 317 lb.ft. of torque.

The fuel consumption is higher than it was, but I'm getting near 33 mpg during steady driving out on the motorway. Even if I hammer it, I'll still get more than 20-25 mpg, which I'm very happy about. Considering I'm pushing so much power through the front wheels, I was worried about torque steer and whether the

front diff could cope but I've had no issues on this front either, which is perhaps testament to the quality of the components and Audi's engineering on the standard car.

On the exterior, I added a RegulaTuning.de body kit with Phantom black/Audi silver 2-tone paint job. I swapped the stock 18-inch Turbine alloys for 19-inch ZCW wheels wrapped in Falken FK452 tyres. I also plan to add some decals, but haven't figured out how best to do that yet. The response I've had to the cosmetic changes has been mixed, to say the least, and it does divide opinion. A lot of people really like the look of the car, but I think the purists are up in arms! However, I'm in the process of creating something for the track and, as such, I'm not finished yet. Ultimately, it will look more like a track car than an original TT.

**'The track session had made it clear that the suspension and brakes badly needed upgrading...'**

I actually tracked the car for the first time at the 2014 Audi Driver International day at Castle Combe, as part of the dedicated TT Owners' Club track session. The mods I've made held up beautifully, but it quickly became obvious where the weaknesses were. After coming off the track, my brakes were burning – smoke was actually pouring out of the front wheels! The track session had made it clear that the suspension and brakes badly needed upgrading, and so I'm in the process of sourcing a TT RS big-brake kit and Whiteline anti-roll bars to stiffen up the handling in the corners.

I'd also like to add racing seats and harnesses, new adjustable dampers and possibly a racing differential, which will allow me to tighten everything up on the car. It should make a great trackday car when I'm finished, because the lack of quattro drivetrain reduces weight, it's tight into and out of the corners and the S-tronic shift is very fast, meaning it drives like a race car. I also get a nice popping sound from the exhaust and a kick in the back when I change up, which is something that only happens since the engine mods have been made.

I'd also like to do the European Cannonball Run in it when it's finished, although I'm going to need a competent co-driver, who doesn't mind driving long distances across Europe for a week and wants to party hard while doing so...



## Kenneth Williams, Paisley 2006 TT Roadster



**PURCHASING MY** Audi TT Roadster was not an easy decision. For many years I'd wanted to own a roadster that I could 'keep good' and take out on sunny days. My first thoughts were to buy an old MGB Roadster and do it up, but at the end of the day all that I would have would be an old car that had been 'done up'.

That wasn't quite what I wanted, as I prefer new things rather than old, especially cars. The Honda S2000 – now this was a car to consider and as I'd had a Honda Civic Coupe it seemed like a natural progression. So, I went along to my friendly Honda dealership for a test drive and I quite liked the car but hey, wait a minute – I couldn't afford a brand-new sports car. Back down to earth with a thump!

Next car to consider was the Mazda MX5, which seemed to tick all the boxes as from the first models right through to the current model they all look pretty modern, so I could choose whatever suited my budget. This was the next problem, finance. As I didn't have a lot of disposable income, this was a real problem. Nowadays, running one car is bad enough, let alone running two!

At this rate I wasn't getting anywhere fast, I didn't want old, couldn't afford new and in between really didn't have the wow factor. However, in 1998 along came the Audi TT and I knew then that this was the car that I had been looking for all this time, although money was still a problem. Time to start saving...

By November 2005, I had managed to save enough cash for a reasonable deposit, so I took the plunge and went to Perth Audi to spec up and order my TT Roadster in Silver metallic with grey Alcantara and leather seats, Bose sound system, Xenon lights and a CD multi-

changer. Not a great amount of extras, but it was all I needed to make the car a little bit more individual. As I didn't need a 'racing car', I opted for the basic 163 PS 1.8 turbo with front-wheel drive, as it would be plenty fast enough for me.

I took delivery on March 1, 2006 and ever since then I have loved driving this car and have only ever had a couple of minor problems. A coil pack failed, just prior to a recall for coil packs, but this wasn't a great problem, as a phone call to the AA soon sorted it out at the roadside. Then the ESP warning light came on, which turned out to be due to a faulty brake pressure sender and my local Audi dealership sorted that one out too.

These are the only problems I have had in nine years, although the car has only done 20,873 miles in all that time. All servicing and MoTs have been done by Glasgow Audi who have been superb, and I have a complete dealership service record and receipts for all the work that has been done.

I manage about 30 mpg, the cost of insurance for this year is £249.00 and road tax for 2013-14 was £260.00. The road tax is a bit steep as it is a Band J, i.e. 197 g/km, but as the

**'All in all, I am delighted with this car – I enjoy every mile I drive it...'**

car was SORN from October last year I got a refund of £110.41 from the DVLA. Since owning the car it has been declared SORN and kept under a car cover in my garage during the period from October to March, and it has only ever been out in the rain when I get caught while on a run and it is never taken out in snow or icy conditions.

The only 'modification' was the recent purchase of a set of genuine Audi/BBS 18-inch split-rim alloy wheels. These were available as options at the time of purchase, but I couldn't afford them at the time and had to make do with the original 16-inch wheels.

All in all, I am delighted with this car – I enjoy every mile I drive it, especially since it only gets taken out on sunny days, when the roof is always down. On rainy days I use my other car, a Series 2 TT Coupé. But that's another story!





I'VE OWNED my TT for just over a year. It's a 2.0 TFSI FWD in Ibis white. For me, the TT was the perfect next car up from a Polo GTI, moving me up to a sports coupé with the same sort of German build quality that had attracted me to the VW.

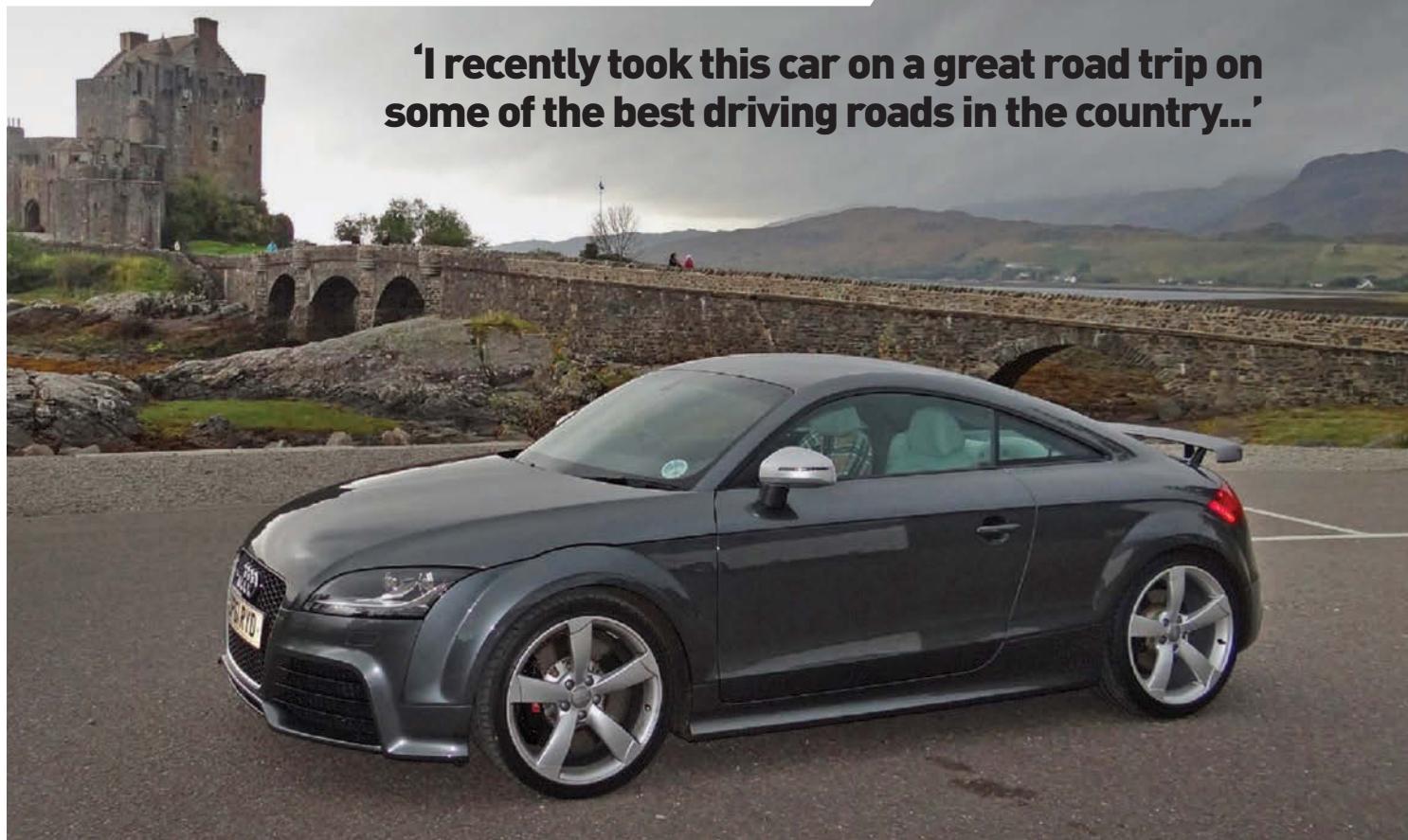
The TT's looks and styling are great, the bulging doors giving it a very wide stance and much more presence compared with similarly priced coupés. The interior is focused towards the driver, with all of the controls pointed slightly towards you, and everything is easy to reach without being cluttered.

With regards to styling, there was one thing that I felt should be changed and that was the rear spoiler, so I've added the TT RS spoiler, painted in the body colour. This has made the rear of the car look much more aggressive and I think it finishes it off nicely. So far that's the only thing I have felt the need to change on the car, but with Revo having just released the Stage 1 re-map for the VVTI engines, I will definitely be adding that soon.

**'There was one thing that I felt should be changed and that was the rear spoiler, so I've added the TT RS spoiler, and this has made the rear of the car look much more aggressive...'**



**Neil McKeown, Leven, Fife** 2011 TT RS S tronic



**I STARTED OUT** in the car world with a Vauxhall Nova, but quickly moved on to the VW Group with a Mk 2 Golf GTI 16V and then two Corrados, including a VR6.

In 2002 I then decided to switch allegiances, but still within the VW Group, when I bought a new TT Coupé 225. This was finished in Misano red and had the revised specification, with the 18-inch wheels and Silver leather interior, and it was a pleasure to own, apart from the rather dull engine note. These TTs really looked totally different from anything else at the time and even now, 18 years after launch, they still look good. The only issue with this car was the very common coil-pack failure, but this was sorted out promptly by Audi Assist.

The Coupé 225 was then traded in for a 2004 3.2 V6 TT in Mauritius blue, with the DSG gearbox and this was, and still is, a revelation. The 3.2 V6 sounded a lot better than the four-cylinder 1.8 turbo and this was only helped by disconnecting the vacuum valve on the exhaust so that both pipes were always open!

This was then traded in for my first Series 2 TT, bought from Dundee Audi – a 2006 3.2 V6 in Dolphin grey with S-tronic gearbox. The Series 2 TT handled so much better than the

earlier model and the interior is more spacious and easier to live with.

This was then traded in for a 2009 TTS in Bright red, again with the customary S-tronic gearbox and Bose sound system. It was a big step up in performance from the V6 as the bigger turbo more than compensated for the drop in engine capacity. This car really was excellent – it was fast, looked good with the four tailpipes, it sounded really good for a four-cylinder and it never once got stuck in all the heavy snow of the bad winter of 2010 and 2011. These cars may not have a lot of ground clearance, but they do provide a lot of traction when required.

**'The Series 2 TT handled so much better than the earlier model and the interior is more spacious and easier to live with...'**

In 2011 this car was traded in for my current car: a TT RS Coupé with S-tronic gearbox, finished in Daytona grey. I have always liked this colour, ever since I first saw it on the RS 4 and I think it suits the car really well. This car has the auto wipers and lights, i-Pod connector and Bose sound system with the in-dash 6-CD player, and the interior light pack. This gives LED bulbs in all the lights including the door releases and footwells and is a really cool feature.

This car is really fast and it sounds absolutely amazing. It also rides really well, even on the 19-inch wheels, and looks spot-on, with a few touches to differentiate it from other TT models without being over the top. I have averaged just short of 26 mpg from new, as it is mainly short 10-mile journeys to and from work that the car is used for during the week.

This car is always a pleasure to drive and I find the suspension perfectly set up for the performance of the car, and not too stiff as some magazines seem to insist.

The S-tronic gearbox in all these TTs is an excellent feature and has been faultless in all cases. It really does give the best of both worlds, as manual mode with the paddles is great fun and it shifts gear quicker than you

**'All my Audis have been looked after by Dundee Audi, who provide an excellent service...'**

could with a manual gearbox, which is helpful when you have 340 bhp on tap in the RS!

I recently took this car on a great road trip on some of the best driving roads in the country. From my base in Fife I drove over to Skye, passing Eilean Donan Castle en route. I then went around the whole island of Skye including over the road to Uig which is an unclassified road that has to be seen to be believed! Moving on from there, across country via Inverness to Grantown-on-Spey again through some great scenery.

The last day involved heading over the Cairngorms past the Lecht ski centre and down to Banchory over the Cairn o' Mount pass to Fettercairn to attend a driving day at Dundee Audi that I had been invited to. I then proceeded to drive an R8 V10 Plus and a RS 6, both of which were amazing. The whole trip was 570 miles and the TT averaged just short of 35 mpg. These few days away, combined with the Dundee Audi driving day, were fantastic if you like Audis.

I have had no problems with this car and have not modified it at all as I can't think of anything that needs improving. I hope purchase a new TTS this year to replace it with. This looks like a big step forward in terms of interior, while the exterior is evolution rather than revolution, which is fine by me.

All my Audis have been looked after by Dundee Audi, who provide an excellent service and at reasonable prices. John Norrie in the sales department always looks forward to having my old cars as trade-ins, as he knows that they are washed weekly and polished regularly.



**Mike Houston, Cumbria 2013 TT Black Edition 2.0 TFSI**



**WE ARE NOW on our second Series 2 TT, after owning an MG TF Roadster which was great but suffered from dodgy build quality and was non-turbo so a bit sluggish.**

We bought our silver 2.0 TFSI in 2011 – it had the earlier 200 PS 2.0 TFSI engine with 280 Nm of torque, which was a step up from the 135 bhp MG, although we subsequently had it Superchipped to 240 bhp and 350 Nm, which made a huge difference.

It had full leather seats, which were replaced under warranty due to sagging. We drove it all the way to the south of France and back, but as the car clocked up over 60,000 miles and a cambelt change was looming we felt it would be a good time to change.

In early 2014, with the new TT on the horizon, we opted for an ex-demo Black Edition model; registered in late 2013 and with only 4000 miles, it was almost a brand-new car.

This is apparently the most sought-after variant, and is fully loaded, with Xenon lights, Bose sound system, parking sensors, 19-inch alloys, RS-style bumpers etc. Ours also has the comfort pack, comprising auto lights and anti-dazzle mirror.

A step up from the base model, it just feels more luxurious, better handling, and has the 211 PS valvelift engine which kicks out

**'The TT is a great car, especially in Roadster form, so why buy a tin-top?'**

350 Nm of torque and actually feels very close to the previous engine in its Superchipped form. Its fuel economy is 35 mpg against 31 mpg for the older engine.

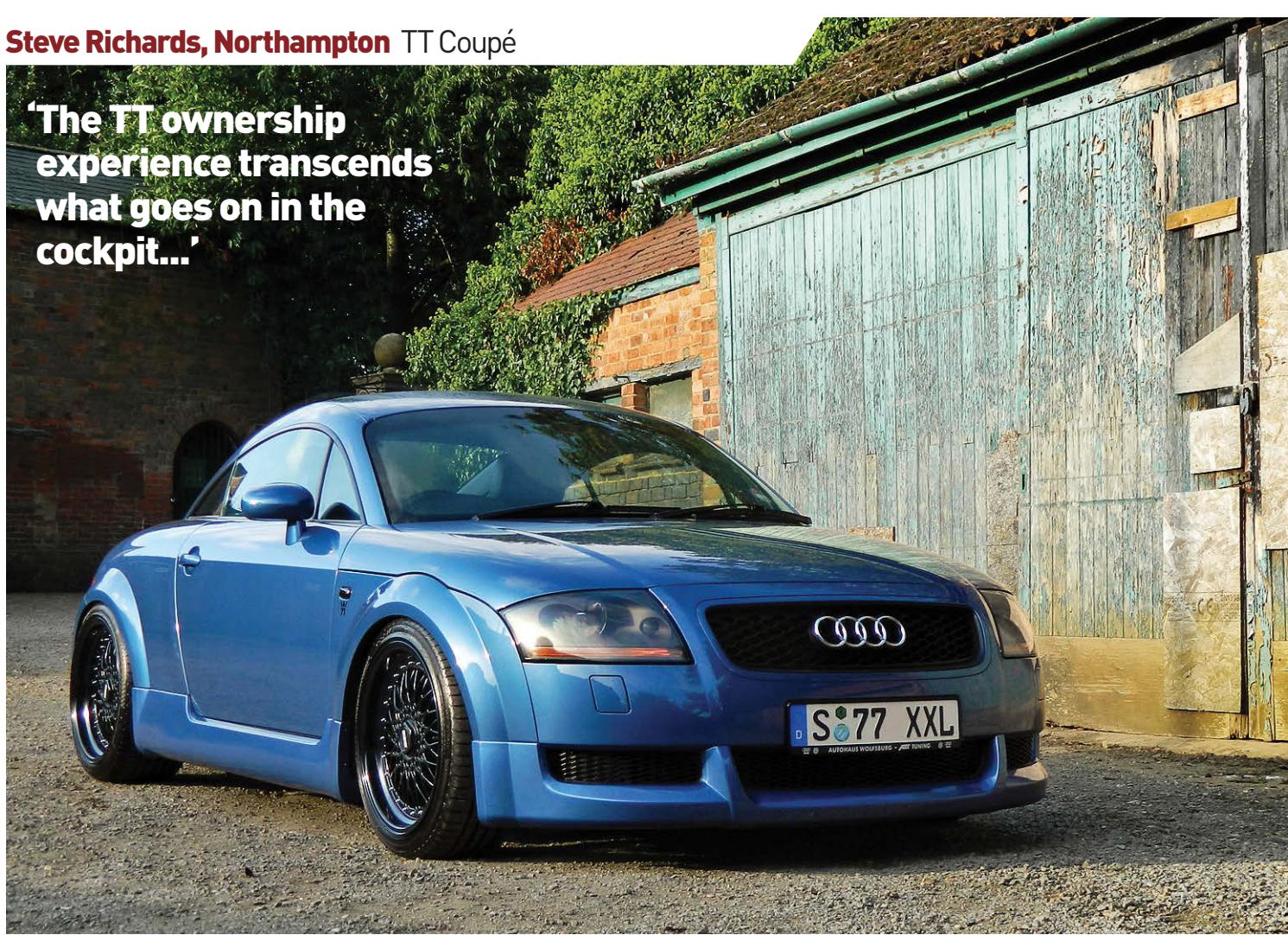
The only disappointment is tyre wear. The standard Toyo Sports only lasted 9,000 miles on the front, and as the car is mainly used by my wife for commuting, it was considered excessive. A call to Audi UK resulted in £300-worth of vouchers, by way of an apology.

The TT is a great car, especially in Roadster form, so why buy a tin-top as the convertible roof is well insulated and it retracts automatically.

I think Audi have lost their way with the new TT as it is overpriced, and apart from the satnav built in to the instrument console, it offers little over the Series 2, which still looks fresh – unlike the Series 1 TT, which looks like a wheelbarrow!



**'The TT ownership experience transcends what goes on in the cockpit...'**



**IS IT THE** fastest car I've ever owned? Probably not. Is it the best built and most reliable then? Not a chance! Have I had other cars that were more fun to drive, or that had me grinning from ear to ear in the same way? Undoubtedly. But that's not what owning a TT is about. **The TT ownership experience transcends what goes on in the cockpit of the car with the 8N model code...**

I bought my TT three and a half years ago, as a 'bit of fun' before the birth of our first child who was only three months away. So, it was a strange time to buy, for sure, as usually the onset of 'rugrats' is when most are parting company with what is effectively a two-seater sports coupé.

But I figured I'd wanted one since they'd first rolled off the production line at the end of the '90s and they were now as affordable as most similarly powered, yet much uglier, hot hatches. When I started looking for something that I could 'hoon around' in before parenthood

**'I ended up finding one only five minutes up the road...'**

drained my bank account, sleep stores, and my will to live, I'd narrowed it down to either the first generation TT or a Mazda RX8. Ultimately, a few niggles with the Mazda, such as the hot-start issue, coupled with the Audi pedigree and the fact that it was basically a beautified Mk 4 Golf made the TT a far more attractive proposition.

I travelled hundreds of miles looking at lots of different examples, and I'm glad to say that I never let my heart rule my head – there were so many cars that looked great in the adverts, and yet when I actually got to see them there just had 'something about them that just didn't feel quite right'. But, after searching far and wide, I ended up finding one only five minutes up the

road from me! It was already under offer, but when I contacted the guy he said that whoever got there first and put down a deposit would get it. As soon as I saw it, I just knew it was the one I had been looking for...

It had only had one owner before him, had 60,000 on the clock and I could actually see it – no missing pixels on the dashpod like many others I'd looked at. It had Audi service history up to 35,000 miles, with APS in Brackley taking care of the servicing for the rest of the time under his ownership. Indeed, if I were to buy another Audi I'd rather have an APS service history than a full Audi service history. All the usual trouble spots seemed to have been dealt with – the dashpod, cambelt and water pump (the list goes on...) and it had been tastefully and subtley modified, sitting on -25 mm Eibach springs and with adjustable Koni shocks, R32 anti-roll bars, DEFCON bushes, and it had an APR Stage 1 ECU re-map – all things that I would have ended up doing myself, and all had



**'We're all just united in enjoying our little 'hairdressers' car...'**

**THE TT  
SPECIAL  
ISSUE**



already been done by APS of Brackley.

Three and a half years later I still have it, which certainly wasn't a part of the plan. So why? The reason I still have it is as much about the ownership experience outside of the car as in it, which I don't think can be said for many practical daily drivers.

About a quarter of my *Facebook* friends are people I've met through ownership of the TT. The *TT Forum* is not only one of the best car forums I've ever been a part of, but it also has a tremendous wealth of knowledge and depth of information which, if you're going to run a 15-year-old car, you simply cannot do without. I've lost count of the times I've been able to search for bolt specs and sizes (and be able to order them while at work) without the need to go outside and get my hands dirty.

This year alone I've been fortunate enough to attend two weddings of couples I've met through TT ownership, and I think that there's more camaraderie between TT owners than in

any other car club I've experienced; very much an'each to their own' mentality, whether it be standard or modified, V6 or 1.8T – we're all just united in enjoying our little 'hairdressers' car'.

So three and a half years down the road and I've added a GT Tuning cat-back exhaust, coilovers which have been wound right down, a Powerflex dogbone mount and I've had drilled and grooved discs fitted all around. I've managed to source the increasingly rare Audi Votex front bumper and side skirts, and that's to name just a few of the changes I have made. Even with all those extra outlays, it still knocks spots off other cars costing three times as much, in terms of both looks and performance.

At the tail end of last year it made the cut for 10 finalists of the Auto-Finesse Show 'n' Shine competition – an online competition which they run through their *Facebook* page every couple of months, and was up against £30,000 show cars and much newer and more exotic fare. However, thanks to a lot of votes and

support from the *TT Forum*, I came out on top and won myself a year's worth of car detailing products, much to the delight of my wife!

It's by no means the best car I've ever owned, but it's probably been the most enjoyable, and certainly one of the most memorable – and when all is said and done, when you're talking about a chunk of depreciating metal, then that's all you can ask for, right?

As a footnote, I'd like to thank my long-suffering wife, who hates all cars (without discrimination) but has spent many long hours listening to me talk endlessly about optimal damper adjustment and understeer and such-like, but has never once lost patience (okay, so she may have 'glazed over' a few times... and maybe even fallen asleep on one occasion, but still...) Also thanks to Ed and all the boys at APS Brackley – you can't own a TT without having a workshop whose work and judgement you trust implicitly, and their customer service is absolutely second to none!

## Paul Taylor, Ashford, Middlesex 2005 TT quattro Sport



**MY TT adventure started back in 2006, after owning a number of modified cars. At that time I was driving a 1992 Fiesta RS Turbo and was subsequently looking at a BMW E36 M3, but while away on a stag-do a friend was speaking very highly about how quick a mate's re-mapped TT 225 Coupe was...**

At that point, we all thought that TT stood for 'Twin Turbo' especially on hearing how quick they were, but on further research I started to understand the different versions and it soon became very clear that what I wanted was a fully loaded 225 Coupé for around £12,000.

This resulted in ownership of a black 2000 225 Coupé that already had a number of choice modifications including aftermarket polished 18-inch Lenso alloys, H&R lowering springs, Milltek Sport exhaust and an Amd re-map. This car felt incredible – like nothing I had ever experienced before – and I also added to it by uprating the anti-roll bars with R32 versions, and fitted a Neuspeed short-shifter, clear headlight indicator corners, poly bushes and many other mods.

Every time I got into this car it made me feel very special, with the lovely smell of the tight leather interior and firm but comfortable ride, handling and effortless power. There was only ever one fault experienced in that one year of ownership, which was the dreaded clutch pedal clip snapping, due to a weak OEM weld design, which is very common on these cars.

The only major problem with this fault was the timing, as it happened on a 2006 Christmas Evening Meet that had been organised by



### ‘Every time I got into this car it made me feel very special...’

Wak, who is well known on the TT Forum for re-mapping. We'd arranged to meet at Maranellos, the Ferrari garage in Egham and then to convoy through London stopping off at various points including Harrods for a quick photoshoot and then on to Canary Wharf, where we'd been given the go-ahead to take photos in some unique and usually closed-off areas.

Anyway, while proceeding down Regent Street in a procession of around 15 TTs, attracting a lot of attention and photos from passing shoppers, my clutch pedal just shot to the floor with the sound of metal pieces dropping away. On review by the other members, it was obvious what had happened, with the only solution being to push me up onto the pavement by Piccadilly Circus before

waiting for three hours for the AA to take me and my very cold date home!

After a year's ownership, me and the date from that infamous evening bought a new house together, so the TT had to go to release some funds to assist with the purchase. It was a premature decision that I always regretted, and I missed her dearly (the TT that is!), which just proves that there is something about these cars that really gets under your skin.

Seven years later and after the relationship had run its course, although I had achieved a beautiful six-year-old daughter from it, I decided to re-ignite the passion that I had with the TT and buy another one...

Again, I was looking for a 225 Coupé, as I'm not really a fan of convertibles or how the TT Roadster looks compared to the sleek roof line achieved by the Coupé. I was also not so keen on the later Series 2 shape, as to me the original TT is iconic and unique of the original jelly-mould design.

After searching for almost six months and just missing out on what I thought was my dream 225 Coupé, now getting rare at the latter end of the Series 1 production line, the only really nice late examples that were coming up were the quattro Sport models, although only having the two seats was always going to be a problem, especially when I have a child and only require one car.

After speaking with The TT Shop, though, it was pretty clear that I could remove the rear seat delete kit and replace it with a leather Coupé interior, providing me with the all-



## 'The drive back was amazing and brought back all the fond memories of my previous TT...'

important rear seats, although I know that some might consider it sacrilege to modify a lightweight limited edition TT of which there are only 800 in the UK.

My search took me to an Avus silver example on eBay, located in Bristol. On further investigation, it was previously owned by a TT Forum member who I made contact with, prior to bidding and excitingly winning the car. The car had already been modified tastefully, with gloss black OEM alloys, H&R anti-roll bars, Lamborghini Gallardo flat-bottom steering wheel that had been custom ordered from Audi Germany and the Brembo GT Junior brake kit, with all work carried out by either The TT Shop or Awesome GTI.

The only gripe which put other potential buyers off, but not me due to my plan with the rear seats, was that the Recaro Pole Position bucket seats had been removed as they go for around a thousand pounds. It was a great opportunity for me to grab a bargain, which I did so after winning the auction for £7,000! The following day I was hopping, or should I say skipping with joy, onto a National Express coach to Bristol to pick up the car while the full leather coupé interior which I had also just won on eBay was on its way to The TT Shop.

On picking the car up, the drive back was amazing and brought back all the fond memories of my previous TT, but even better, with the return journey feeling very special indeed! The anticipation of travelling to The TT Shop the following day for a long list of work to be carried out was just the start of my mouth-watering experience with the exclusive quattro Sport...

The following day it was up early and straight down to The TT Shop to have the mint full leather interior fitted, along with Bilstein PSS height-adjustable coilovers, Forge adjustable control arms, poly bushes, clear corners, Orbit ring, Forge short-shift and Big Knob plus a LHD symmetrical rear light cluster.

All this completely transformed the car and since then I have been continuing to carry out many modifications and servicing. In fact, I've spent close to what I originally paid for the car in the first place, with this work including the DEFCON wishbone inserts to take the TT back to the sharp-pointed original handling before the recall and a big-brake Tarox kit on the rear which gives a much larger disc, along with a number of Forge polished engine parts and LED interior lighting mods.

Over the past year of ownership I have attended a couple of shows, including the MRC Tuning rolling-road day where the car achieved 234 bhp in standard form, which is pretty much spot-on, although the very common coil-pack failure inconveniently occurred on the second run. This made me also remember the clutch pedal issue, so a fellow member TIG-welded a brand-new one to ensure that this never happens again, as experienced on that fateful night in London back in December 2006!

Over Christmas we had a London Meet at the famous ACE Café which saw a good turnout and overall the last year with the car has been fantastic, although the fuel consumption is not great as I only do short runs working within a 10-mile radius of home so I'm only getting around 21 mpg and considering I only use V-Power it can be quite expensive.

Future plans include fitting a heated seat wiring loom and basically just keeping the car



well serviced and maintained, while tackling any unfortunate issues that might arise.

Finally, I just recently had a Stage 1 re-map performed by Wak, who is local to me in Staines, with the engine now delivering around the 270 bhp mark and totally transforming the performance of the car. But the most special drive will always be the one on the day that I picked her up!

No, it's not photoshopped! This photo of my TT with the Emirates A380 overhead is one I actually took with my iPhone 5, believe it or not. I work for an airline at Heathrow in an office literally just at the end of the runway, so over the summer I took a number of photos of aircraft landing in the background, with this one being the 'money shot' so to speak!



## Waheed 'Wak' Khan, Staines 2001 TT Coupé 225



**I'VE BEEN A loyal VW and Audi fan for some 30 years, from when they were the pioneers that got us addicted to hot hatches with the Mk 1 Golf GTI. So followed my car history of Mk 1 GTI, Mk 2 GTI and a Mk 2 GTI 16V which I drove and enjoyed while cars and technology moved on around me for 11 years. Then a white van man on his phone ended my love of that car, but it was pivotal to what happened next.**

In 2001 the search for a replacement car and the first adventure of buying a brand-new car had me looking at the Volkswagen Group's next pioneering prototype, the Audi TT. The simple truth is that nobody buys a TT with their head; the chop-top look, the jelly mould shape, the large sweeping B-pillars and the clean lines are just so appealing to so many that the Volkswagen Group was on to another winner, from the hatchback for the masses to a sports coupé for the masses.

So, I ordered a TT 225 in black to be a safe colour, but I'd had a white Golf GTI and had restored a white Mercedes 280SLC in the past so I still fancied another white car. Then when I looked again at the Audi configurator website I saw that Pearl white was available as an option, although for some reason Audi called it Aviator grey. I loved the page picture and quickly changed my order, but only then asked on the TT Forum for some pictures of this Aviator grey for real. My jaw dropped when I saw them and I asked the family to come have a look at this, 'You're not having that!' was uttered in my ear, followed by frantic phone calls to the dealer to beg for a second colour change to Brilliant white which was fortunately accepted, after a few days of panic. The conclusion was that the pictures on the Audi configurator were rubbish!

March 2002 saw the collection of my first brand-new car and the Audi TT became a mix of emotions that made the whole day a blur, but finally I had my baby. What has followed

can only be another blur as I managed to hit a wave of enthusiasm on the TT Forum from other owners who just wanted to enjoy their cars and find ways of making them better. My own website at [www.wak-tt.com](http://www.wak-tt.com) followed and just became (and still is) a brain dump of events and modifications and information...

My TT had new wheels fitted on the day after she arrived, followed by tinted windows, and it was re-mapped before it had 400 miles on the clock, plus some entertainment modifications that became essential to our first major trip, which was to the France meet. It was an epic

**'What has made this such a special car is the enthusiasm from fellow owners...'**

TT owners' trip, spending many days driving in France with a family of four crammed into the TT and with Monsters Inc. on repeat play on a rear DVD screen to keep my youngest entertained. The boot was so crammed that I had to refuse her a cuddly dolphin toy because there was no remaining luggage space. I had nappies stashed in the spare wheel well!

As the months flew by, things happened to the car, from improving the lighting to resolving issues to involvement with tuners and manufacturers to try things, develop modifications and generally explore some innovative ideas to improve my enjoyment of the car.

Any failure only became an opportunity to try and make an improvement. Most of the issues with the TT are now well known and have either been addressed by Audi revisions or aftermarket parts and I have a set of advisories I tend to give people I meet on what to look out





**'I've pushed this car in many ways, from 225 to over 400 bhp and she's pushed back on occasions, but the heart is still sticking with her...'**

for and what to change to achieve some long-term peace of mind.

The owners' enthusiasm has led to me making some great contacts and friends who also spend many weekends on trips out cruising in our cars, to the Isle of Wight, across the Pennines, London midnight meets, London to Brighton cruises – the site has got most of that history pictorially presented. A few of us even found putting our cars to the test on race tracks was hugely enjoyable, as the TT is such a capable trackday car.

While owning the TT is great, what has made this such a special car is the enthusiasm and the relationships that this car has promoted through the *TT Forum*, the TT Owners' Club and from the fellow owners who also feel special by having such a unique vehicle to drive.

I eventually got the bug to try and get more power, but I also learnt about the pitfalls of the tuning industry, with so many self-claimed experts just not having the humility to know their limits and be honest about them. When a tuner gives you back a car that sounds like a swarm of bees are trying to break in to the chassis and you say 'that ain't right' and they say 'There's no rules in modding' it's time to go somewhere else..!

This part of the tuning industry can cost owners a lot of time and money and so I embarked on a journey of custom and bespoke modifications with many outfits. This ultimately has led to a growth in my knowledge inversely proportional to the depletion of my funds, which is where the heart keeps you going despite what the head thinks.

This journey has made me learn much about diagnostics and tuning and re-mapping, about the likely effects that a modification will make to these cars, because it seemed the only way to be certain of the quality.

To that end, for over five years I was a partner with another enthusiast, offering



diagnostics, modifications and re-mapping services, during which my experience has grown and my knowledge in advising on best practices has a good foundation.

My TT has had DRL lighting changes, monitoring gauges, four exhausts, four turbos, three manifolds, four sets of wheels and one new gearbox, but it has been the most stable since a few years ago when I found the combination of pieces that work, the foundation of the hardware being from TSR Performance, with a turbo manifold and downpipe solution and Stage-8 bolts.

I've pushed this car in many ways, from 225 to over 400 bhp and she's pushed back on occasions, but the heart is still sticking with her. The Audi TT has gotten under the skin of many owners, much like a dog becomes a family member; your head forgets what the car demands of you as your heart keeps you

going at it. I've owned her since 2002 and have covered 162,000 miles.

A car is usually just a means of transport, sometimes with more style and luxury. My Audi TT has been so much more – it has been a source of pleasure and pain, it has been a tool for gaining knowledge about the car, engines and tuning, it has been the basis of innovation and pioneering developments, it has been the foundation of a business and it has let me travel to most of the UK and abroad. Inside, it's a nice place to be and it always makes me feel good to be seen in it, and finally it has helped me make many new friends and relationships, with the enthusiasm that fellow owners have shown.

I'm at the point now where I'm happy with her and longevity and reliability are now more important than modifying it any more, as I want her to be around for many more years to come...

## Mike Coggan, Sproatley 2002 TT Roadster 225



**AS A 55-year-old male who passed his test at 19 I've had plenty of cars prior to my TT but there are two in particular that honed my focus towards ownership of a VW Group convertible. The first was my very first car, a Triumph Vitesse Convertible in Old English White with red vinyl seats and a wooden dash; she was full of real character, and I've never got convertible cars out from under my skin ever since, and probably never will!**

The second was the trusty old Mk 4 Golf GTTDI that I bought some eight years ago, and still cannot bear to let go, even with 180,000 clocked up. I've just given her a present of a new interior, as she's been a truly cracking car!

Regarding the TT, well my eldest son had a coupé version a few years ago and I always loved that car, so when such a low-mileage example became available, and a Roadster version at that, I just had to have it. It was back in 2013 when I first saw her on an online salvage auction site, and judging by the photos there was very little damage, just a very light tap to the front nearside.

Prudently, I decided to pay a visit before bidding, mainly to check that the stated mileage of 10,602 – yes only 10,602! – was genuine, and obviously to double-check the damage so that I could estimate the repair costs. Everything stacked up well so I returned home determined to win the auction, which I obviously did, although I paid more than I'd hoped; after all, this was an Audi TT Roadster that had been brand-new just over 10,000 miles ago!

The repair costs were slightly more than I anticipated as, along with the bumper, the accident had broken the slam panel – they're only rigid plastic so it doesn't take much – plus the radiator, condenser and nearside intercooler. Other than that I ensured that it had a full cambelt kit fitted plus water pump and oil and filter while the repair was taking place.



After all of that she was back to pristine condition, and still is. The only modifications that I've had done is to have a pair of CAB front suspension bushes fitted to improve the handling (£120.00 fitted), and a custom re-map by Big Fish Tuning (BFT) (£250.00) which has taken her up to 265 bhp, although I had her re-mapped more for the extra torque and economy rather than to be able to drive her like a speed demon. In saying that, the run up to BFT in North Yorkshire was the furthest that I've driven her, and the difference between the journey there and the journey back was like night and day, she was a totally different beast after the re-map and that drive home was most enjoyable!

The only problems that I've had with her, and I was warned by BFT that I may face these, is that the electrical items become 'sticky' over time, so I've replaced the N75 turbo boost valve and the mass airflow meter, for a total cost of less than £150.00, and I had the dashpod repaired by BBA Reman at a cost of £110, collected and delivered back.

Even after the re-map she's still not the most economical of cars – I average around 30 mpg if I drive her with a very light right foot, and low 20s if I decide to give her a bit of a clear-out; still she's worth it because I love her, and she's our

third car so I don't have to use her for everyday journeys, and certainly never if it has been raining!

As she has such low mileage I've decided to keep her as original as possible so I've resisted the urge to have her lowered and fit bigger wheels, although I may at some point change the original rubber hoses to silicone ones, purely because they're better quality and eventually, through age, the originals will begin to perish.

As far as looking after her is concerned, she's had numerous coats of Fabsil to the roof, and Gliptone Liquid Leather balm conditioner for the seats, which helps to stop them from drying out and cracking, and it also leaves a glorious smell of leather in the car for months. I do both twice a year, and during the months I'm using her she gets a weekly wash and wax.

I love literally everything about my TT Roadster; there are absolutely no negatives for me. One thing that I would strongly advise any existing or new TT owner would be to join the TT Forum – it's a fantastic place to be, full of very knowledgeable owners, and by keeping abreast of this forum you are highly likely to pre-empt any potential issues that your car may have, plus it's totally free, so what's not to like?!

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**Paul Curry, Stirling TT RS Coupé**



**THE FIRST TIME** a TT really entered my mind and stood out as a possible replacement for my A4 2.0 S-line was while moving house from Edinburgh to Stirling, when an Ibis white TT 2.0 passed me just as its spoiler came up. I just thought 'that's a cool car' and so, after some research, I decided to swap the A4 for a Phantom black 2010 TT 2.0 TDI in March 2013 from Stirling Audi.

The A4 had been purchased in October 2011 from Glasgow Audi, after a lorry accident wrote off my previous car, and it had been used for a weekly commute of 500-600 miles. In the 18 months I had it I'd managed to get it from 47,000 to 89,000 on the clock, but now that I was moving closer to work (just 70 miles a week) I wanted something a bit sportier.

**'The 2.0 TDI diesel engine was great, but it just didn't have that sports car noise...'**

I immediately noticed a difference and the sporty TT Coupé TDI quattro kept me happy for the next 12 months, but I couldn't help wanting more power. The 2.0 TDI diesel engine was great, but it just didn't have that sports car noise and quickly ran out of steam as you got up the rev range.

Unfortunately, what made up my mind to change was a series of electrical issues, from the window regulator to problems with the

Bluetooth and keys having to be reprogrammed etc. It was nothing major, but lots of niggles that meant the car was in the garage far too often.

The final decision to change was made when I came across an Ibis white 2010 TTS S-tronic for sale at Perth Audi and I thought that this was the right car for me, with reasonable fuel economy, plenty of power and a dual-clutch gearbox. The TTS had two-tone red and black





leather interior, and the power and acceleration with the S-tronic was addictive. I just wanted every traffic light to change to red so that I could stop and then accelerate all over again and the noise when the S-tronic changed high up the revs just added to the sports car feeling.

The TT now felt like a true sports car and the Magnetic ride made it more tolerable over rough roads. I had great fun with it – one such occasion was when I was sitting at traffic lights just before a 50 mph zone and a 'boy racer' pulled up alongside me in his modded Honda Civic, revving away at his engine. Usually I'm not one for paying any attention to this sort of thing, but as I'd had a boring drive from work that day I decided to floor it anyway and the Civic was soon a mere speck in the rear-view mirror. The acceleration of the TTS was astonishing, although I only tried launch control the once, after being told by an Audi mechanic that after about 10 launches there is a risk of needing a new clutch!

After this next paragraph most people will be thinking I am either an indecisive idiot (quite possibly) or rich (I wish!) but after much thought and encouragement from friends and family, I decided to change to a 2013 A5

## 'The acceleration of the TTS was astonishing...'

Sportback TDI Technik with all the extras. It was very comfortable and the adaptive cruise control, lane assist, satnav, iPod connectivity etc made it great for long journeys, but after a week of driving it I knew I'd made a mistake – so much so, that my personalised number plate was never put on the car, as I knew it wouldn't be around long enough.

I never really became attached to the A5, it was a lovely car, very comfortable and could hold five adults, but it was large and cumbersome and being a 2.0 diesel, boring. Efficient, safe and boring – I wasn't having fun driving anymore and wouldn't just go out for a drive the way I would in the TT. The A5 just didn't have any personality and it lasted just six months. On Christmas Eve 2014 I made the journey to Aberdeen from Stirling as I had seen an advert for an Ibis white TT RS with satnav and 19-inch rotor arm alloys and it was manual.

I was getting bored of automatic gearboxes as I felt that they detracted from the driving experience. The 0-60 times might not be as good on the manual, but I wasn't planning on competing in any drag races with this car. I chose it for the weekend drives around windy country roads.

The journey to collect the TT RS was definitely not boring. I was due to get the last ferry to Ireland to see my family, at 4 pm on Christmas Eve and if I missed it the next ferry wasn't until December 27th. On the 23rd, I found out there had been a landslide leading to a 46-mile detour between Ayr and Cairnryan. Being determined (stubborn, according to my girlfriend) I got up at 4.30 am and left for the 120-mile journey to Aberdeen. Then I heard that the detour past the landslide near Cairnryan had flooded overnight, meaning that I would have to leave the A77 at Ayr and head for Castledouglas and then to Stranraer and up to Cairnryan, a 74-mile detour and, to top things off, part of the M77 between Glasgow and Ayr had been closed due to an accident which led to a further 9-mile detour along some country roads.

So I made it to Aberdeen Audi at about 7:40 am, after stopping for breakfast along the way. I must mention that Aberdeen Audi were excellent. I had informed John McCabe the day before (when there was the shorter detour in place) that it had to be a quick turnaround so that I could make it to the boat and although he wasn't in on Christmas Eve, he'd organised for someone else to have everything ready. It took about 15 minutes turnaround, if that. I should mention I hadn't driven the TT RS at this point, as I knew it was under warranty and, to be honest, if it was anything like the TTS I knew I'd be happy.

I started the car up, but realised they hadn't filled the tank so it was off to the petrol station and the car was surprisingly cheap to fill considering that I'd got used to spending over £85 to fill the A5, and the TT RS took only £60. Audi told me to expect between 200-260 miles



a tank, but on my first tankful I managed 326 miles – better than with the TTS, although a lot of it was down to the long journey. So far, the TT RS has matched the TTS for mpg.

According to *Google maps* and taking into account having to stop in Stirling to pack my stuff and load the car (I know, I should have packed the night before) I would arrive at Cairnryan between 3.30 pm and 3.50 pm and as long as there was no traffic I should make the boat just before the last check-in at 3.45 pm.

It didn't take too long to reach Stirling, probably helped by the fact there was no rush-hour traffic, being Christmas Eve. I managed to pack (but forgot my driver's licence) in just 15 minutes so that gave me an extra 15 minutes for any hold-ups along the way. The road to Glasgow was fairly uneventful bar the usual traffic near Cumbernauld, which soon cleared.

So far, I had only experienced the car mainly on motorways and A-roads and was keen to try it out on the country roads. The TT RS definitely isn't as comfortable as the A5 or the TTS with magnetic ride control, but it wasn't bad on the motorways and the noise and power of the engine more than made up for it.

I had been invited to the Audi Sport showcase at Airth Castle in September 2014 and I'd had the chance to drive the V8 R8 and RS 7 for 45 minutes each and I can honestly say that, while the RS 7 was a beast of a car, I prefer my TT RS over the R8. The R8 wasn't as impressive as I expected and for a £100,000+ car the interior wasn't that much different from a TT. The RS 7 felt so much more powerful and the Porsche Cayman I drove in late 2014 handled a lot better than the R8, and cost £50-60,000 less.

Anyway, back to the story, I made it to Glasgow and then got to experience the raw power of the TT RS along some of the back roads near Ayr (on the detour around the closed section of the M77). So far, I felt I had definitely made the right decision to get the car that morning rather than wait until after the holidays. It felt good to be back in a TT

but not just any TT, the 340 PS RS. The car was phenomenal on the country roads and I was soon back on the main roads again.

There were no further hiccups and I made the boat on time. I was finally able to relax for a few minutes, until it was time to go through security and they said they wanted me to turn off the engine and get out of my vehicle. I thought it was strange that they wanted to search under the bonnet, but when the security guard started asking questions about the engine and the performance and running costs I started to wonder if he had just stopped me to get a better look at the car. It probably didn't help that I was a 26-year-old that some people say looks more like 18, with a TT RS.

Onto the ferry for a relaxing trip home, but the rough sea and wanting to drive the TT RS again meant I didn't do much relaxing.

Two hours later we reached Larne and after driving between 350-400 miles I only had 75 miles left to reach my parents house in the village of Eglinton. I thoroughly enjoyed those 75 miles, more than I ever have before, especially once I got to the back roads, 10 miles from my parents' house. I had driven these roads all my life, both as a driver and a passenger, and they are some of the best roads around. Some of the corners seem to have been based on some of the best corners from race tracks around the world, while some of the sections of road are more like a rally special stage, covered in mud and requiring a more gentle approach.

I finally made it home for 8.45 pm, 16 hours after initially setting off from Stirling, and do you know something, I wasn't even fed up of driving. I was keen to get back out on the road again. That's what the TT RS does to you. It's like when you are a child and your mum calls you in for dinner and you shout back 'just five more minutes' and this goes on for half an hour until you are dragged home. Well, with the TT RS you know you should be doing other things but you keep saying to yourself, 'just five more miles...' →

## 'You keep saying to yourself, just five more miles...'





I had looked at a Cayman to replace the A5, but the back seats in the TT won me over as they are needed for when we take my girlfriend's younger brother climbing with us. The TT RS has everything I want in a car, although it's not without its problems. Other than the harsh ride and the fact that sports mode is too jerky to use around town, my car has a few specific problems. The gear changes are a bit clunky in first and second and are making a strange noise. It's also sometimes hard to start, taking a few seconds to fire up and the left exhaust flap seems to have a mind of its own and creates a loud metallic rattle every now and then at low speed. However, these haven't put me off the car and as well as hoping to attend the Crieff TT meet in April, I am planning to arrange a cruise around the Highlands over the course of a few days in the summer.

In conclusion, the TT RS has bucket loads of personality. Yes it might only hold two adults comfortably and may be labelled by some as hairdressers' cars (I'm in the wrong job if hairdressers are making enough to buy an almost £50,000 TT RS) and it might still have some slight understeer issues and not be considered as good as the Porsche Cayman handling-wise, but they are an iconic car. There has never been anything else that has managed it. The RCZ has tried and the Nissan 370Z has come close, but they don't have that 'something' that makes the TT such a special car, in particular the TT RS with its entertaining 2.5-litre 5-pot engine. The TT is a bit like a Land Rover Defender in some respects. Many of its so-called flaws don't matter because it does what it says on the tin. From the offset pedals (why do this to a sports car, Audi) to the token back seats and the handbrake on the wrong side, they all add to the character of the car.

It provides high smiles per gallon and is set up in such a way that anyone can drive it to near its limits knowing that it won't leave them

## **'I chose my TT RS over the Series 3 TTS for many reasons, but mainly for the 2.5 engine...'**

ploughing a farmer's field. Some may say this is boring, but I think they should try driving a TT RS on a quiet country road on a warm summer day. Yes the Cayman may handle better, but would you really want to live with it from day to day?

The only TT I haven't driven is the 211 PS 2.0 petrol so I can't comment on that; for most people I would recommend the TTS as the best of both worlds, but if you're a serious car nut it has to be the TT RS. Yes it costs quite a bit more over the already excellent TTS, but you won't regret it. The TT RS is a completely different beast to the TTS.

I never get sick of hearing that 5-cylinder drone as I think it's up there with the V8 as one of Audi's best ever engines. The delivery of the 340 PS and 332 lb.ft. torque from a standstill is superb, especially if using the S tronic launch control system. The car handles extremely well and understeer isn't a huge issue, although it is present.

I know the TT RS spoiler has divided opinions, but I quite like it and think it adds to the car's aggressive look. Although the car is much more aggressive-looking than the standard TT it still isn't as showy as the Porsche Cayman or BMW Z4 and so you don't worry as much about leaving it parked at the supermarket in fear that you will come out to find a key scratch.

My only issue with the TT RS is that I think the interior should feel a bit more special. The satnav is an extra, as are the sport seats and the sports exhaust system. The dash is quite plasticky and it would've been nice to see a boost gauge or lap timer like the sport chrono

pack that Porsche does. I also feel that, being the RS, it shouldn't have a limited top speed of 155 mph and should be allowed to run right up to the 174 mph without having to pay £1000 extra. On a car that is near £50,000, these options should be as standard, with the option to remove them if preferred at no extra cost.

I chose my TT RS over the Series 3 TTS for many reasons, but mainly for the 2.5 engine and the fact that the new TT lacks the personality/character of the earlier cars. It feels more like a normal boring Audi than a truly great coupé.

The electronic dashboard is a bit gimmicky and has too much information showing up in one place if you want to use satnav at same time as driving and changing radio stations. This would mean less concentration on the road ahead and more on the computer screen. If I am driving a sports car enthusiastically I don't want to end up hitting a stalk and all of a sudden bringing up a satnav and reducing the size of rev counter and speedo.

Also I feel the exterior of the new TT now looks more like the new A5 than the old TT in places and isn't as pretty as before. The curves have been replaced with sharp angles and the exhausts moved further to the centre isn't a good look. They should have kept the exhausts where they were on the Series 2 TT.

I think that, with the TT RS, I have finally found a car I can settle with for a few years. The new TT is a nice car, but not for me, so who knows what the future holds. Maybe the new TT RS when it comes out, maybe a Porsche Cayman or – if my numbers come up on Saturday – a Lamborghini Aventador!



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**“We’re exactly on schedule, as planned. The construction of the race car has been completed and testing started at the beginning of the year...”**

*Audi is already busy testing its optimised R18 e-tron quattro for the start of the FIA World Endurance Championship at Silverstone in April. **Martyn Pass** spoke to Chris Reinke, Project Leader of the R18, at a recent test at Sebring in Florida.*

“WE’RE EXACTLY on schedule, as planned. The construction of the race car has been completed and testing started at the beginning of the year. Endurance testing will be the next thing on the agenda. The first components for our cars that will be fielded have already been delivered as well, so that we can start the assembly work.

“The limit that has been imposed on the test days this year is new for all teams. Our drivers are intensively preparing in the simulator and in track tests with the new car. We’re systematically familiarising our new signing René Rast with his new task. He’s already reeled off his first kilometres on the race track.

“The arrival of another manufacturer, Nissan, into the FIA World Endurance Championship marks another upgrade and we’re happy about that. Audi has been making its mark as a pioneer of new technologies in motorsport for three decades.

“So, with that in mind, we’re excited about meeting with a concept that’s as individual as Nissan’s. It’s clear that the battle for podium positions will be even fiercer this year. Even last year all three

manufacturers were in contention for victory and obviously at Audi we’re set on battling for our 14th Le Mans victory and would like to bring back the WEC title to Ingolstadt and Neckarsulm.

“The rules have been adjusted but the game has not been rearranged. For instance, there will be a new tyre limit in effect on each race weekend, but that tends to affect the processes during the events more than the basic performances. There’s a completely different factor that we expect to have a much greater influence on the performance capabilities of all the manufacturers. The regulations continue to define four different hybrid energy classes. Every manufacturer will try to recover and re-use as much energy as possible.

Therefore, Audi expects greater leaps in terms of performance and lap times than in the past years.

“In Jörg Zander, we’ve got a new Technical Director who is going to provide his particular impetus. At the level of the race engineers we’re relying on a newly-formed team from our own ranks. Leena Gade will remain the race engineer for Marcel Fässler/André Lotterer/Benoît Tréluyer. Justin Taylor, following his stint in the 2014 season finale, is now permanently assuming responsibility for the car of Lucas di Grassi/Loïc Duval/Oliver Jarvis. To make use of the synergies with the test team, we’ve selected Matthias Huber as the engineer for Filipe Albuquerque, Marco Bonanomi and René Rast. I couldn’t wish for a better team. 

**“The arrival of another manufacturer, Nissan, into the FIA World Endurance Championship marks another upgrade and we’re happy about that...”**





ALLESSANDRO LATIF posted a praise-worthy fifth in class finish at Bathurst 12 Hour race last month.

The 18-year-old Londoner and his Australian co-drivers Warren Luff and Greg Crick, clocked up over 1,000 miles in their R8 around the immensely demanding 3.86-mile Mount Panorama in New South Wales.

The Number 74 R8 LMS ultra of Melbourne-based JAMEC-PEM Racing started the once-around-the-clock race in darkness, at 5.50 am local time, from the seventh row of the grid.

Blancpain Sprint Series Pro-Am champion Latif had his first stint behind the wheel of the R8 at almost one-third distance. Alessandro, the youngest European driver in the 50-car field, then completed a second stint lasting over 2.5 hours.

Latif had only driven around the unforgiving Mount Panorama track for the very first time two days before this year's Liqui-Moly Bathurst 12 Hours – a race that attracted the world's best GT3 sportscar drivers and teams and one that was run in high ambient temperatures.

He produced a mature drive to steer a safe path, staying out of trouble in a race that saw a record 20 full-course cautions, mainly for accidents, to record 13th overall and fifth in the AA class.

Alessandro hopes to be invited to compete in the remaining 'classic' GT3 endurance sportscar races like the Nürburgring or Spa 24 Hours. He made his debut in the other high calibre Daytona 24 Hour, Sebring 12 Hour and Petit Le Mans races last year.

Latif commented: "Although we placed just outside the top-10 overall and fifth in class, I felt we were unlucky which leaves me a little frustrated. In qualifying, we started our first flying laps on soft compound tyres just as the session was red-flagged. That meant Warren was boxed in at the start and we lost time to the leaders and went a lap down when we pitted.

## 'Latif produced a mature drive to record 13th overall and fifth in the AA class...'

"We were also unlucky with our pit strategy, with the way the Full Course Yellows played out. In both of my first stints in the car, the 'cool' suit didn't work properly, which in such high temperatures, left me pretty exhausted.

"There were times, when I was running close behind another car, that the engine and gearbox ran very hot which in those ambient temperatures wasn't a great surprise.

"The track has left me with the most amazing feeling and has become my favourite. It is fast and it never leaves you satisfied because you have to respect it so much.

"Both my team-mates and the Melbourne Performance Centre did an awesome job and I thank them for the opportunity to race with them. I hope I can race for them again.

"I will be announcing plans for the rest of 2015 shortly. My ambition remains to make it into DTM and ultimately LM P1 sports-prototypes. To achieve those goals, I've been advised to focus on single-seater formulae in the short-term.

"But I also feel that I have now achieved strong results over the past 12 months in GT3 to attract the opportunity to race in the high-profile long-distance races, where I hope to continue to develop my relationship with Audi."

MEANWHILE Marco Mapelli, Markus Winkelhock and Laurens Vanthoor, in the R8 LMS ultra of Phoenix Racing claimed second place overall and won the Pro-Am



IN ITS 14th season in the Pirelli World Challenge, the Californian Global Motorsports Group (GMG) team will be fielding three R8 LMS ultras. Team boss James Sofronas, who celebrated the runner-up spot in 2013, is returning to the cockpit of the GT3 sports car, along with his American compatriots Alex Welch and Brent Holden. The season encompasses 11 events and will open at Austin/Texas on March 6.



I.S.R. RACING will be contesting the Sprint and Endurance Series of the Blancpain GT Series as an Audi team for the first time in the 2015 season.

The outfit, based in Cestlice near Prague in the Czech Republic, has nominated the first four drivers. Audi factory driver Marco Bonanomi from Italy, together with the Czech Filip Salaquarda, will be on the grid in both series. The brothers Anders and Thomas Fjordbach from Denmark are sharing a second R8 LMS ultra in the Sprint Series. Additionally, Anders Fjordbach will be contesting the Endurance Series with two other drivers yet to be signed.

class in the iconic Australian endurance event.

The Italian-German-Belgian trio had to admit defeat in the overall classification with a gap of only 2.45 seconds. The R8 LMS ultra was the fastest car in the field at Bathurst. In qualifying, Vanthoor had clinched the pole position on setting a new official lap record. In the race, Markus Winkelhock achieved the fastest race lap ever set in a GT sports car. 



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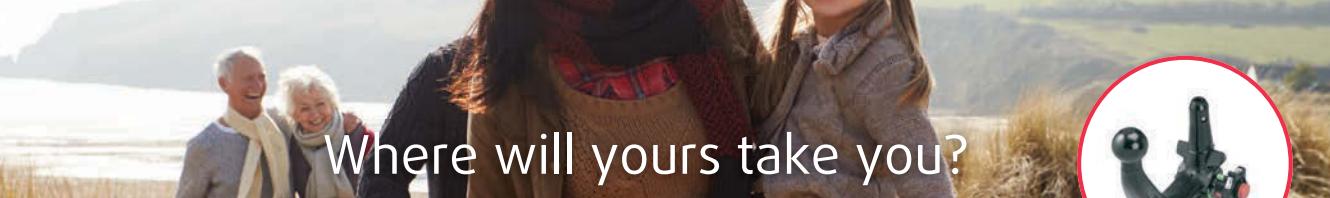


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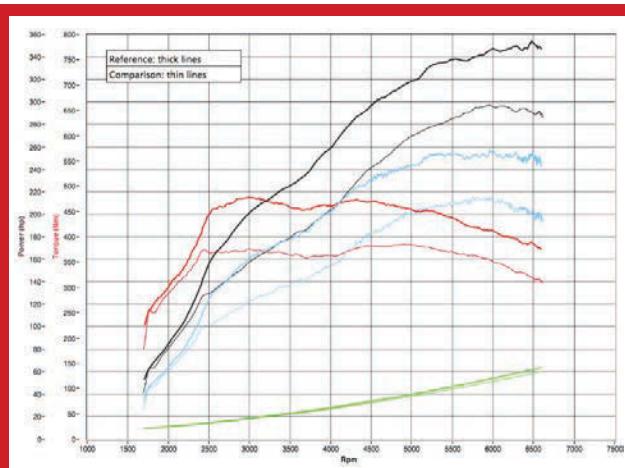
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## Shark upgrades for latest 2.0 TFSI

SHARK PERFORMANCE has recently announced new high-performance software upgrades for the 2.0 TFSI engine in the Audi S3 (8V), Mk 7 Golf R and GTI, Octavia 3 vRS and SEAT Leon FR and Cupra 280.

The version of the new Shark Stage 1 software for the 220 PS and 230 PS 2.0 TSI engines increases power output to 285 bhp and torque to 450Nm, while the version for the 280 PS and 300 PS engines increases power to 350 bhp and torque to 475 Nm.

Both upgrades are priced at £649 including VAT and are available from Shark's worldwide dealer network or at Shark Performance, 6 Mansfield Network Centre, Concorde Way, Mansfield, NG19 7JZ. Tel: 01623 332 233 [www.sharkperformance.co.uk](http://www.sharkperformance.co.uk) or email: [sales@sharkperformance.co.uk](mailto:sales@sharkperformance.co.uk)

## Powerflex bushes for 4WD rear subframe and diff

POWERFLEX has introduced a range of bushes designed for use on the quattro versions of the Audi A3 and TT.

Each part features CNC-machined aluminium sleeves, housed in polyurethane bushes, which combine to increase the stability of the rear of the car and also serving to sharpen the rear drive by limiting movement of the diff. These bushes provide a secure location between the subframe and the chassis to improve the vehicle's handling by minimising changes to the geometry. Using a two-part design, these bushes are also relatively easy to fit.

For vehicles used for motorsport or on track, these new bushes are available in the Black Series range, manufactured using a 95 Shore A compound that has 25 per cent increased stiffness over the normal purple 80 Shore A performance material.

For more details call 01895 460 033 or visit [www.powerflex.co.uk](http://www.powerflex.co.uk)



## Bilstein B16 Ridecontrol for A4/A5

BILSTEIN has released a 'switchable' suspension enhancement package that is applicable to all variants of the A4 and A5 models. The B16 Ridecontrol kit allows the owner to fine-tune the ride height to suit their own needs, while the flick of a switch sees bump and rebound damping being changed together in a carefully pre-set ratio.

Drawing heavily on the technical expertise gained from Bilstein's competition and OEM experience, offering motorsport quality to the road-car market, the Bilstein B16 Ridecontrol system offers two switchable modes to the driver, controlled from an illuminated push button fitted to the car's interior.

'Sport' mode firms up the damping rate for and optimum handling and excellent driving dynamics in all situations, while 'Comfort' gives a softer rate for a ride quality more akin to standard OEM dampers. Switching between either mode can be done in an instant while driving, allowing the driver to quickly tailor the car to the prevailing conditions or personal requirements.

With precision-machined threaded steel bodies, the Bilstein RideControl kit also offers 20 mm of ride height adjustment from a lower starting point, which equates to a drop of between -30mm and -50mm, the maximum amount regarded by most engineers as advisable to lower a vehicle before handling becomes adversely affected and safety is compromised.

As with all Bilstein performance products, this kit has been extensively proven, not only in Bilstein's extensive laboratory set-up, but also at the Papenburg test track facility, where the kits were 'shaken down' by expert test drivers, to ensure that these upgrades don't just work well in a computer simulation, but can offer ride quality and peerless handling whether fully loaded or on the poorest of surfaces.

Bilstein's kits carry full TÜV approval and, thanks to exceptional anti-corrosion treatment on the damper bodies, they come with a 24-month warranty. The complete Bilstein B16 Ridecontrol kit is priced at £1,657.00 + VAT. For more details, visit [www.bilstein.com](http://www.bilstein.com) or call the UK office on 01162 898 345.



**'The B16 Ridecontrol kit allows the owner to fine-tune the ride height to suit their own needs...'**





## SHOFT

LONG-TIME readers may recall a device called CG-Lock which was promoted in these pages some years ago. The concept was to lock the lap section of the three-point seat belt tightly across the hips and lower stomach, below the belt line, to keep the driver or passenger firmly in place in the seat rather than allowing them to slouch and the lap belt to ride up loosely over the belly. It was primarily promoted as an aid for enthusiastic drivers on track days etc, to improve car control, but was also applicable for improving posture and safety in everyday driving.

Now the originators of the CG-Lock have come up with a similar device called SHOFT. Unlike the trackday device, SHOFT does not clamp on and lock the lap belt, but rather just reduces the slack that creeps into the seat belt. Made of a firm but pliable material, SHOFT is a push-fit on to the tongue of the existing seat belt and has a pad of material called GRIPtene that bears on the seat belt webbing and acts as a built-in 'brake pad' to reduce slippage and prevent the unwanted slack that inevitably creeps into the lap belt.

Using SHOFT helps ensure that the seat belt is worn properly, with the lap belt kept firmly across the pelvis, not the stomach. The diagonal part of the seat belt is unaffected so there's no restriction on upper body movement. But keeping the pelvis firmly in place, not only does the driver or passenger remain in the safest position, but use of SHOFT also leads to better posture, keeping your spine aligned properly with your seat's lumbar support, as recommended by back specialists.

For more details see [www.shoft.co.uk](http://www.shoft.co.uk) where you can also purchase a pack of two SHOFT for £24.99 (£10 off MRP).



## Autoglym wheel protector

AUTOGLYM has recently launched a new spray-on Wheel Protector product that is claimed to last up to 30 per cent longer than competitors.

Developed and tested in conjunction with Status Grand Prix in Abu Dhabi, to trial the coating in the most extreme conditions, as well as Rimstock, the largest manufacturer of alloy wheels in Europe, Autoglym Wheel Protector repels brake dust and dirt for up to 6 weeks.

Not just a sealant, Autoglym's Wheel Protector has a new formulation that imparts a hydrophobic film onto the wheel, making it difficult for dirt particles and water to stick to the surface. When it rains or the wheel is hosed down, the water will bead and roll off the surface taking dirt particles away with it, so it's easier to keep wheels clean. In particular, the product greatly reduces the onerous task of cleaning complex multi-spoke alloys.

Priced at £9.99 for a 300 ml aerosol, Autoglym Wheel Protector is available from motor accessory and car care retailers, including Halfords, or by mail-order from the Autoglym website. To view the full Autoglym range, visit [www.autoglym.com](http://www.autoglym.com)

## Sales milestone

WHEN JUST 32 cars bearing the four rings found homes in the UK in 1965, it would have seemed improbable that an incredible two million more would follow, but this major milestone has been reached by Audi UK almost fifty years later.



## RS 3 list price

THE NEW 367 PS RS 3 is priced at £39,950 and orders can be placed from this month, with first deliveries to buyers expected in the summer.

## New 1.0-litre engine for A1

THE A1 RANGE has been upgraded by the introduction of the 95 PS turbocharged three-cylinder petrol engine which replaces the 89 PS 1.2-litre four-cylinder engine which has been available in the A1 since launch. This engine develops 160 Nm of torque and is claimed to propel the A1 1.0 TFSI with standard five-speed manual gearbox to 62mph from rest in 10.9 seconds, regardless of whether it is powering the three-door or five-door Sportback body style. A seven-speed S tronic transmission is also available, and with this installed the acceleration time is also unchanged in both versions. Top speed is 116 mph in each case and prices start from £14,315.

## In brief

THE AUDI virtual cockpit and MMI® system were honored by *Popular Science* with a "Product of the Future Award" at CES 2015. The awards identify technology products that stand above all other products at the convention and have the potential to change people's lives for the better.

THE 2015 Audi A3 has been named 2015 Best Upscale Small Car for the Money by *U.S. News Best Cars*, while the Audi A5 has been named winner of the 2015 *Kelley Blue Book* 5-Year Cost to Own Award in the Luxury Car category.

AUDI OF AMERICA reported that its January 2015 sales increased 14.3 per cent to 11,541 vehicles, a total that stands as the 49th consecutive month of record U.S. sales for the premium brand.

THE CITY of Kempten (Bavaria) has named a street after the deceased tuning pioneer Johann Abt, who founded the modern ABT Sportsline company in the late sixties.

THE HIGHWAYS Agency is to introduce a permanent ban on HGVs overtaking on the M11 within the next 12 months.

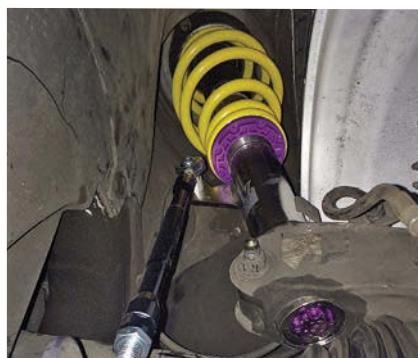
## MDM Technik upgrades for TT RS and RS 3

MDM TECHNIK, based in Marlow, tell us that they've recently carried out quite a few conversions on TT RS and RS 3, including a range of highly effective upgrades for both the turbocharged 2.5-litre 5-cylinder engine and the suspension and brakes.

The 340 PS turbo 5-pot engine can be readily tuned all the way up to 500 bhp without any internal modifications, starting with a simple Revo Stage 1 re-map to deliver approx. 410 bhp and 400 lb.ft. torque, giving very smooth and progressive power delivery throughout the rev range, while still remaining perfectly tractable. With adjustable settings for boost, timing and fuelling, the vehicle can also be set up to suit the conditions, fuel quality and driver's style.

The Stage 2 Revo re-map improves on that, to achieve 420 bhp and 415 lb.ft. in conjunction with a Milltek turbo-back performance exhaust, VWR or Revo high-flow intake and an uprated Forge Motorsport front-mount intercooler and piston valve DV. Giving a healthy increase in mid-range performance over Stage 1, the Stage 2 Revo software is boost, fuelling and timing adjustable with slightly more flexibility than Stage 1, allowing the vehicle to be set-up to suit the fuel quality, driving conditions and driver preferences.

The Stage 3 Revo re-map goes all the way up to 500 bhp and 465 lb.ft. torque with the further addition of the Loba Motorsport LO500/LO500P turbocharger and supporting modifications, giving the TT RS and RS 3 an entirely new lease of life as a true all-round high-performance car.

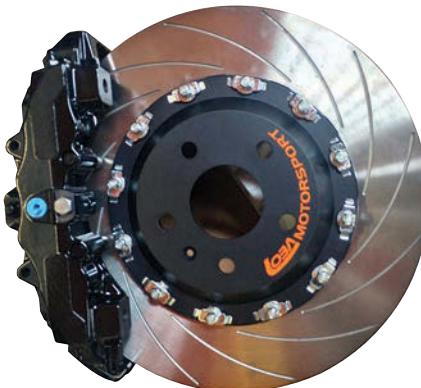


Suspension upgrades available for both models include an H&R anti-roll bar kit, a wide range of KW height and damping-adjustable coilover suspension kits, VWR adjustable drop links and a SuperPro anti-lift and positive caster bush kit. MDM can also make some carefully chosen changes to the suspension geometry in order to dramatically reduce understeer.

Also available is a Haldex performance controller that greatly improves both the straight-line performance and dynamic handling, by transferring power more aggressively to the rear wheels under a wide variety of driving conditions.

The standard brakes on the TT RS and RS 3 can suffer badly with discs warping, so MDM upgrade them to either larger diameter Loba or Tarox discs, as well as using uprated Pagid or Brembo pads.

For more details of a whole range of upgrades for all Audi models, contact MDM Technik on 01491 412 416 or visit [www.mdotechnik.co.uk](http://www.mdotechnik.co.uk)



## Goodyear introduces eight AA-grade tyre sizes

GOODYEAR has recently introduced AA label grades on eight tyre sizes from its EfficientGrip Performance line. One of the largest number of tyre sizes sporting the AA European Tyre label grades on the market today, the eight new AA sizes complement an already extensive BA rated offering from Goodyear, with 53 EfficientGrip Performance sizes sporting a BA rating.

The AA label is the highest grade set out by the European tyre label regulation and signifies a tyre that delivers an 'A' in both fuel efficiency, due to reduced rolling resistance, and a very high level of wet grip.

Goodyear was the first to introduce concept AA tyres in May 2012, on the very first day of voluntary implementation of the labeling rules, and since then Goodyear has continued work on the technology to further improve construction tuning, improved tread compound and an optimised production process.

The eight EfficientGrip Performance tyres with AA ratings are sizes: 204/55 R16 94W XL, 204/55 R17 95V XL, 215/55 R16 97H XL, 215/55 R16 97W XL, 215/55 R17 98W XL, 225/50 R17 98V XL, 225/55 R17 101W XL and 225/60 R16 102W XL. For more information about Goodyear and its products, go to: [www.goodyear.eu](http://www.goodyear.eu)



## CodeClean leather maintenance

CODECLEAN has added two brand-new products to its range. In a bid to improve the cleaning and maintenance of leather and vinyl, and unhappy with using aggressive cleaners and sticky oils or waxes that lead to dye transfer and trapped dirt, the technicians at CodeClean have created two new products – 'Leather Cleaner' and 'Leather Care Cream' – that work in combination to clean and protect leather safely and effectively.

CodeClean's Leather Cleaner (£8.40 for 500 ml) contains a blend of mild solvents and soaps that remove dirt and contaminants (including dye from clothing), leaving a natural finish and barrier to reduce the likelihood of re-soiling. Containing no harmful traffic film removers, often the cause of cracked and dried leather, it has been designed to leave leather feeling supple and soft. Regular use is claimed to prolong the life of seats and trim and maintain them as new.

CodeClean's Leather Care Cream (£7.20 for 300 gm) adds a protective barrier, leaving a soft, fresh and water-repellent non-sticky finish on leather of all ages. Even after one application, the cream will prevent leather from wrinkling by elasticising the colour coat and halting the proliferation of cracks. It leaves behind a waterproof finish that will protect leather for months, without collecting dirt, staining clothes or leaving behind a surface that is excessively slippery.

For more information visit the website: [www.codeclean.co.uk](http://www.codeclean.co.uk)

## PRODUCT REVIEW



## Cobra Electronics Drive HD Dash Cams

**COBRA ELECTRONICS** has recently introduced a new line of Drive HD Dash Cams, designed for advanced vehicle security, safety and on-the-road connectivity.

Available from Argos online, with prices ranging from £79.99 to £229.99, the Cobra Drive HD™ Dash Cam Series comprises the CDR-820, CDR-840 and CDR 900, all of which continuously record video footage of the view ahead of your car. Providing perfect 'eyewitness' evidence in the event of road traffic incidents or accidents, giving peace of mind and an extra sense of security for drivers, the recorded footage can also serve as a straightforward video record of a journey along a favourite driving road, or to analyse personal driving standards for training and assessment e.g. IAM training.

We've recently spent some time with the CDR 900 Drive HD Dash Cam from Cobra. Like the other Drive HD Dash Cams by Cobra, the CDR 900 utilizes Continuous Loop Recording, which automatically overwrites the oldest footage when the memory card gets full. It also features a G-Sensor, which reacts to sudden acceleration or collisions to automatically capture and protect critical footage surrounding an accident.

The CDR 900 comes with an 8GB memory card so that it is ready to use straight out of the box, although it can also support up to 64 GB Micro SD cards. It has two recording modes: Dash Cam, which shoots continuous loop in 3-minute segments and emergency videos (30 seconds before and after an incident) and Action Cam which shoots normal videos of unlimited duration (dependent on the memory card size). If selected, a microphone also records sound and commentary throughout. Emergency

recording can also be triggered manually by selecting the record switch during normal loop recording. A motion detector setting can also be enabled to record footage if movement is detected in the camera view, while the car is parked for instance

A display shows the current date and time down to the second, and the recording time remaining on the SD card. Once the card is full, the camera will continuously overwrite the oldest footage recorded, although emergency footage is saved to a protect file.

With an ultra-wide 160-degree viewing angle that films the entire road and peripherals without edge distortion, the CDR 900 captures 1296P Super HD or 1080P HD video using an Ambarella™ A7LA chipset to ensure high-quality imaging, even during darkness. Videos are recorded in the MP4 format and the footage can also be played back on the 2.0-inch LCD screen, or can be viewed and managed using the Drive HD App or on a computer, using the USB to Micro-USB cable included in the kit, or on a TV using an HDMI cable (not included).

The Wi-Fi enabled CDR 900 also lets you share and view the footage from your smartphone, through the free Cobra Drive HD App, allowing the user to connect and stream live and recorded footage directly to the user's iOS or Android device. Through the Cobra Drive HD App, users can remotely command their CDR 900 to start recording, as well as control its settings through the app's menus. Through Cloud Mode, users can also view their camera footage in real-time from their smartphone anywhere in the world.

For more information about the Cobra Electronics range, visit the website at [www.cobra.com](http://www.cobra.com)

# Specialist Index

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**ROAD TAX** – Note that, under the new rules, effective since October 1, 2014, road tax can no longer be transferred between vehicle owners. When the registered owner sells a car, you will get a refund of any remaining full months of tax when you inform the DVLA that you no longer own it. If you are buying a car, you will need to get new vehicle tax in your name before you can drive it.

## FOR SALE



**2000 TT ROADSTER** Nimbus grey, 73,000 miles, 180 PS AUQ 1.8T with Milltek exhaust system by AMD Essex, K03 Hybrid 225 injectors and MAF sensor, Creation Motorsports TIP, ToyoSports FMIC and a Forge 007p diverter valve. The car was last dyno'd at Garage Streamline at 269 bhp. AP coilovers and 18-inch Mercedes Eltanin alloys and Bridgestone Potenza tyres. 6000k HID Xenon headlights. Won Car of the Month in March 2013 at PREPT. Recent servicing includes new CV boots, top mounts, ball-joints, new brake pads and discs all round, air-con recharged and diff oil serviced. Featured in the TT Special issue of Audi Driver. £4,000 ono. Contact: 07738 128 018.



**2009 AUDI TTS ROADSTER** TFSI. 25,300 miles, FSH, satnav, Bose sound system, full leather, 4 new tyres, 1 previous owner. £17,250 ono. Tel: 07572 530 376 (Essex)



**1996 AUDI S2** ABY 230 bhp 5-cylinder turbo engine, 6-speed manual, quattro 4-wheel drive. This example has covered 143,000 miles and has a fully documented service history. Three years ago we re-sprayed the car in Alpine white and just over a year ago we painted on the traditional Audi Sport colours of red, brown and grey which make this car stand out from the crowd. It has also just been fitted with some very rare 15-inch spilt Compomotive TS alloy wheels. Specification includes the usual S2 refinements of power steering, ABS, electric windows, electric mirrors, central-locking, white gauge dials, CD player with USB and jack ports, uprated Blaupunkt front and rear speakers. The S2 will be sold with 12 months MOT and no tax, as with the new regulations the new owner is responsible for taxing the car. This car needs to go to a good home and be driven often, as with all older Audis they liked to be driven! £6,995. Please contact AM Cars on 01460 55001 (Ilminster, Somerset)



**AUDI S3** 2002 Facelift model, 225 PS BAM engine, 142,800 miles – will rise slightly but not by much! Tax is £25 per month and MoT is to July 30, 2015. Drives lovely, really tight and goes as well as an S3 should in standard form, very smooth and progressive, the quattro system works, no warning lights on the dash, DLS display is perfect with no dead pixels. Only interior issue is the stereo won't now pick up radio stations, it was working before I fitted aftermarket head unit, but now I've refitted the original it won't tune in. CD autochanger and retro tape player work great though. Usual S3 spec: Electric Recaros, Xenons, electric everything, climate control, Piano black trim etc. The interior is immaculate! Only extras are aluminum solid door mirror housings and centre armrest. Outside is in very good order, no rust, not on the door blades or on the roof channels where they always seem to go – it's what mainly attracted me to it. A few stone chips and the odd scratch, but it is a 13-year-old car with 140,000+ on the clock, not a brand-spanker! Polishes up lovely! Does have a bit of lacquer peel on passenger front wing. Wheels are tidy but could probably benefit from refurb. History: Part Audi main dealer and part independent. Timing belt at 121,000 and major service for Haldex, coil packs and everything else. It seems to have been well looked after by all its owners! When I bought the car I had it scanned for codes, the only one was for DV pressure loss. It had a standard plastic DV on it when I bought it, now replaced by a Forge 007P with yellow spring. Only other mods are the Eibach lowering springs, everything else totally standard. The only things I've done to it since buying it are to fit the 007 DV, polished Forge bits, put some secondhand genuine mats in it and I've given it a bloody good clean! I'd like to get my money back on it so I'm not asking daft money as I didn't pay daft money! At £2,800 ono it is probably the cheapest 2002 facelift S3 for sale at mo that isn't a rust bucket or has an endless list of broken parts. The car is in Darlington and you can contact me on 07971 623 155.

**AUDI TT COMPS** Set of freshly refurbished Audi TT Comps, 5 x 100 mm PCD 7.5J x 17-inch rims. Powder-coated Ral 9010 which is an 'off white' but not quite cream. As new, not seen a tyre since refurbishment. Come with a choice of centre caps. Asking £400 ono. Contact Wayne on 07585 707 255.



**1993 AUDI COUPE 2.0 16V** 150,000 miles, no tax or MoT so is sold for spares or repair. Was used daily until about 14 months ago. Lots of history, would make an easy project. £350 ono. For more details, please call Andy on 07917 704 601 (Liverpool)



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**AUDI A3 1.9 TDI SPORT** 2009, three-door, very good condition, Mauritius blue, 40,000 miles, full Audi service history, one owner from new, MoT to April 2015, 17-inch five-spoke Star design alloy wheels, front electric windows, Concert radio/single CD player with iPod connection, dual-zone electronic climate control, front sports seats, alarm and immobiliser, auxiliary input socket, electrically-operated/heated door mirrors, five seats. £9,500 ono. Tel: 07738 716 192 (Peterborough)



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A1 1.2 TFSI SE	Mar '11	<b>A4 (2) 1.9 TDI Sport</b>	J/A '01	<b>A6 Avant 2.0 TDI</b>	Feb '12	<b>S5 Sportback quattro</b>
A1 1.4 TFSI Sport	Mar '11	<b>A4 (2) 2.0 FSI</b>	Feb '03	<b>A6 Avant 2.0 TDIe</b>	Mar '09	<b>S5 Cabriolet</b>
A1 1.4 TFSI (122) S line	Jan '13	<b>A3 (3) 2.0 TFSI quattro DTM</b>	Nov '05	<b>A6 Avant 2.0 SE</b>	May '04	<b>S6 quattro</b>
A1 1.4 TFSI (185) S line	Mar '12	<b>A3 (3) 2.0 TFSI quattro</b>	May '08	<b>A6 Avant 2.5 TDI</b>	Nov/Dec '98	<b>S6 quattro</b>
A1 1.5 TDI Sport	Dec '11	<b>A4 (5) 2.0 TDI 120 PS</b>	Dec '09	<b>A6 Avant 2.5 TDI quattro</b>	Jan/Feb '00	<b>S6 quattro V10</b>
A1 2.0 TDI S line	Aug '12	<b>A4 (5) 2.0 TDI 136 PS</b>	Apr '10	<b>A6 Avant 2.5 TDI quattro SE</b>	Nov/Dec '01	<b>S6 Avant quattro</b>
<b>A1 Sportback 1.4 TFSI S tronic</b>	Nov '13	<b>A4 (5) 2.0 TDI 170</b>	Apr '09	<b>A6 Avant 2.7 TDI SE</b>	Jun '05	<b>S6 Avant quattro V10</b>
<b>A1 Sportback 1.6 TDI Sport</b>	Mar '13	<b>A4 (6) 2.0 TDI SE Multitronic</b>	Aug '14	<b>A6 Avant 2.7 TDI</b>	Jul '06	<b>S7 quattro</b>
<b>A1 Sportback 2.0 TDI S line</b>	Jan '15	<b>A4 (6) 2.0 TDI SE Technik ultra</b>	Dec '14	<b>A6 Avant 2.7 TDI quattro</b>	Aug '02	<b>S8 quattro</b>
<b>A2 1.4 SE</b>	Jan/Feb '01	<b>A4 (3) 2.5 TDI Multitronic</b>	Aug '05	<b>A6 Avant 3.2 TDI quattro</b>	Apr '06	<b>S8 (V10)</b>
<b>A2 1.4 TDI</b>	Feb '05	<b>A4 (2) 2.5 TDI quattro Sport</b>	Mar '06	<b>A6 4.2 quattro, Avant/Salon</b>	Nov/Dec '99	<b>S8 (V8 bi-turbo)</b>
<b>A2 1.4 SE TDI</b>	May/June '01	<b>A4 (4) 2.7 TDI Multitronic</b>	New '06	<b>A6 3.0 TFSI quattro SE</b>	Aug '11	
<b>A2 1.6 FSI</b>	Mar '04	<b>A4 (4) 2.0 manual</b>	Apr '02	<b>New A6 Avant 3.0 TDI SE</b>	Nov/Dec '99	
<b>A2 1.6 FSI Sport</b>	Dec '02	<b>A4 (4) 3.0 TDI quattro SE</b>	Dec '05		Apr '12	
<b>A3 1.6</b>	Mar/Apr '99	<b>A4 Avant 3.2 quattro</b>	Jan '08	<b>A4 allroad quattro 2.0 TDI</b>	Aug '09	<b>RS Q3</b>
<b>A3 1.6 FSI</b>	June '06	<b>A4 Avant 3.1 TFSI</b>	Oct '08	<b>A4 allroad quattro 2.0 TDI (177 PS)</b>	Jun '12	<b>RS 3 quattro</b>
<b>A3 1.6 FSI</b>	Mar '07	<b>A4 Avant 3.2 TFSI quattro</b>	J/F '02	<b>A4 allroad quattro 3.0 TDI S tronic</b>	Nov '09	<b>RS 4 quattro Saloon</b>
<b>A3 1.6 Sport</b>	Mar '01	<b>A4 Avant 3.0 TFSI quattro</b>	Aug '02	<b>A4 allroad quattro 3.0 TDI S tronic</b>	Feb '11	<b>RS 4 quattro Cabriolet</b>
<b>A3 1.8 SE</b>	Jan/Feb '99	<b>A4 Avant 6.0 TDI 177 PS</b>	Jan '11	<b>allroad quattro 2.5 TDI</b>	Jan/Feb '01	<b>RS 4 Avant quattro</b>
<b>A3 1.8 SE, 4-door</b>	Nov/Dec '01	<b>A4 Avant 6.0 TDI quattro</b>	Sept '12	<b>allroad quattro 2.5 TDI</b>	Jan '03	<b>RS 5 quattro</b>
<b>A3 1.8 SE automatic, 4-door</b>	Sep/Oct '00	<b>A4 Avant 3.0 TDI Multitronic</b>	Sept '13	<b>allroad quattro 2.7T</b>	Jan '03	<b>RS 6 Avant quattro</b>
<b>A3 1.8T Sport</b>	Mar/Apr '98	<b>A4 Avant 2.1 TFSI Multitronic</b>	Oct '05	<b>allroad quattro V8 4.2</b>	Jan '04	<b>RS 6 Avant plus Avant</b>
<b>A3 1.8T Sport</b>	Sep '02	<b>A4 Avant 2.5 TDI quattro</b>	May '04	<b>allroad quattro V8 4.2</b>	Jul '04	<b>RS 6 quattro Saloon (2)</b>
<b>A3 1.8T quattro Sport</b>	Mar '02	<b>A4 Avant 2.0 TDI quattro</b>	Sep '03	<b>allroad quattro 3.2 FSI</b>	Feb '06	<b>RS 6 quattro Avant (2)</b>
<b>A3 1.9 TDI SE</b>	Jul/Aug '98	<b>A4 Avant 3.0 TDI quattro</b>	Aug '06	<b>allroad quattro 3.0 TDI</b>	Oct '10	<b>RS 6 Avant (3)</b>
<b>A3 1.9 TDI Sport, 4-door</b>	May/Jun '00	<b>A4 Cabriolet 1.8T</b>	Jul '09	<b>A6 allroad quattro 2.7 TDI</b>	Sept '12	<b>RS 7</b>
<b>A3 1.9 TDI quattro Sport</b>	May/Jun '00	<b>A4 Cabriolet 1.8T Sport</b>	Nov '04	<b>A6 allroad quattro 3.0 TDI (245 PS)</b>	Aug '14	
<b>A3 (2) 1.2 TFSI</b>	Sep '11	<b>A4 Cabriolet 2.0T</b>	Aug '03	<b>A6 allroad quattro 3.0 BITDI</b>	Sept '12	
<b>A3 (2) 1.6 TDI</b>	Jun '10	<b>A4 Cabriolet 2.4 Multitronic</b>	May '08	<b>A6 allroad quattro 3.0 BITDI</b>	Jun '11	
<b>A3 (2) 1.4 TFSI</b>	Jun '08	<b>A4 Cabriolet 2.5 TDI Multitronic</b>	Nov '03	<b>A7 Sportback 3.0 TDI quattro</b>	Mar '11	<b>TT Coupe 1.8T</b>
<b>A3 (2) 2.0 FSI</b>	Feb '04		Nov '03	<b>A7 Sportback 3.0 TDI quattro</b>	Feb '15	<b>TT Coupe 1.8T quattro (180)</b>
<b>A3 (2) 2.0 TFSI</b>	Oct '10	<b>A4 Cabriolet 3.0 Multitronic</b>	Dec '02	<b>A7 Sportback 3.0 Bi-TDI quattro</b>	Sept '14	<b>TT Coupe 1.8T quattro (225)</b>
<b>A3 (2) 2.0 TDI SE</b>	Apr '04	<b>A4 Cabriolet 3.0 TDI</b>	Apr '07	<b>A7 Sportback 3.0 TFSI quattro</b>	Jun '11	<b>TT Coupe quattro Sport</b>
<b>A3 (2) 2.0 TDI Sport</b>	Feb '09	<b>A5 1.8 TFSI S line</b>				
<b>A3 (2) 2.0 TDI quattro S line</b>	Aug '05	<b>A5 2.0 TFSI</b>	Aug '12	<b>A8 2.8</b>	Nov/Dec '98	<b>TT Coupe 3.2 quattro - DSG</b>
<b>A3 (2) 2.0 TDI (170) quattro Sport</b>	Jun '07	<b>A5 2.0 TDI quattro</b>	May '09	<b>A8 3.0 TFSI quattro SE</b>	Nov '12	<b>TT Coupe 3.2 TDI quattro</b>
<b>A3 (2) 3.2 quattro</b>	Aug '04	<b>A5 3.0 TDI quattro</b>	Jun '09	<b>A8 3.0 TDI quattro</b>	Dec '04	<b>TT Roadster 150</b>
<b>A3 (3) 1.4 TFSI</b>	Dec '12	<b>A5 3.0 TDI quattro</b>	May '13	<b>A8 3.0 TDI quattro</b>	Oct '08	<b>TT Roadster 1.8T quattro (180)</b>
<b>A3 (3) 1.4 TFSI (150 PS)</b>	Feb '15	<b>A5 3.2 FSI</b>	Dec '14	<b>A8 3.0 TDI quattro SE</b>	Apr '12	<b>TT Roadster 1.8T quattro (225)</b>
<b>A3 (3) 1.8 TFSI Sport S tronic</b>	Nov '13	<b>A5 Cabriolet 2.0 TFSI</b>	Jun '08	<b>A8 3.2</b>	Nov '07	<b>TT Roadster 1.8T quattro (255)</b>
<b>A3 Saloon 2.0 TDI</b>	Jan '15	<b>A5 Cabriolet 2.0 TDI</b>	Oct '11	<b>A8 3.7</b>	Feb '06	<b>TT Roadster 2.0 TFSI</b>
<b>A3 Sportback 1.4 TFSI</b>	Jul '13	<b>A5 Cabriolet 3.0 TDI quattro</b>	May '10	<b>A8 3.7 quattro Sport</b>	May '13	<b>TT Roadster 2.0 TFSI quattro</b>
<b>A3 Sportback 1.6 Sport</b>	Dec '07	<b>A5 Sportback 2.0 TDI Sline</b>	Sep '09	<b>A8 3.7 quattro Sport</b>	Sept '05	<b>TT Roadster 2.0 TFSI quattro (211)</b>
<b>A3 Sportback 1.9 TDI</b>	Jan '08	<b>A5 Sportback 2.0 TDI (177)</b>	Feb '10	<b>A8 3.7 quattro Sport</b>	Sept '07	
<b>A3 Sportback 2.0 TFSI S tronic</b>	Aug '07	<b>A5 Sportback 2.0 TFSI</b>	Sept '10	<b>A8 4.0 TDI quattro</b>	Oct '03	
<b>A3 Sportback 2.0 TFSI quattro</b>	Sep '05	<b>A5 Sportback 2.0 TFSI quattro</b>	Aug '10	<b>A8 4.2 quattro</b>	Sept '07	
<b>A3 Sportback 2.0 TDI</b>	Dec '13	<b>A5 Sportback 3.0 TDI</b>	Apr '13	<b>A8 4.2 quattro</b>	Sept '07	
<b>A3 Sportback 2.0 TDI S line</b>	May '07		May '11	<b>A8 4.2 FSI quattro</b>	Sept '07	
<b>A3 Sportback 2.0 TDI quattro</b>	May '11	<b>A5 1.8 SE</b>	Jul/Aug '98	<b>A8 4.2 TDI quattro</b>	Oct '03	
<b>A3 Sportback 2.0 TDI quattro</b>	June '14	<b>A5 1.8 Multitronic</b>	Jan/Feb '02	<b>A8L 4.0 TFSI quattro</b>	Sept '07	
<b>A3 Sportback 2.0 TDI quattro</b>	May '05	<b>A5 1.8T quattro</b>	Sep/Oct '00	<b>A8L 4.2 quattro</b>	Oct '03	
<b>A3 Sportback 3.2 quattro Sport</b>	Jan '11	<b>A6 1.9 TDI 110</b>	Mar/Apr '99	<b>A8L 4.2 TDI quattro</b>	Sept '07	
<b>A3 Cabriolet 1.2 TFSI</b>	Aug '09	<b>A6 1.9 TDI 115</b>	May '01	<b>A8L 4.2 TDI quattro</b>	Oct '03	
<b>A3 Cabriolet 1.6</b>	Jan '11	<b>A6 1.9 TDI 110</b>	May/June '99	<b>S3 quattro</b>	Nov/Dec '99	<b>TT Coupe 3.2 quattro</b>
<b>A3 Cabriolet 1.8 TFSI</b>	Aug '08	<b>A6 2.4 SE Tiptronic</b>	Jun '03	<b>S3 quattro</b>	Apr '02	<b>TT Coupe 3.2 TDI</b>
<b>A3 Cabriolet 1.8 TFSI</b>	Nov '11	<b>A6 2.5 TDI SE</b>	Nov/Dec '97	<b>S3 (2) quattro</b>	Jul '07	<b>TT Coupe 3.2 TDI quattro</b>
<b>A3 Cabriolet 1.8 TFSI</b>	Jan '10	<b>A6 2.8 SE</b>	May '09	<b>S3 (3) quattro</b>	Jan '13	<b>TT Coupe 3.2 TDI quattro (225)</b>
<b>A3 Cabriolet 2.0 TDI</b>	May '14	<b>A6 2.0 TDI</b>	Sep '07	<b>S3 (2) Sportback</b>	Dec '03	<b>TT Coupe 3.2 TDI quattro (255)</b>
<b>A4 1.8T Sport</b>	N/D '97	<b>A6 3.0 TDI quattro</b>	Jan '05	<b>S3 (2) Sportback</b>	Dec '11	<b>TT Roadster 2.0 TDI quattro</b>
<b>A4 1.9 TDI 110 SE</b>	M/A '98	<b>A6 3.0 TDI quat S line Sp. Ed.</b>	Sep '10	<b>S3 (3) Sportback</b>	Oct '08	<b>TT Roadster 2.0 TDI quattro</b>
<b>A4 2.4 SE</b>	J/F '99	<b>A6 3.0 TFSI</b>	Jun '10	<b>S3 Saloon</b>	Aug '04	<b>TT Roadster 2.0 TDI quattro</b>
<b>A4 3.0 quattro automatic</b>	M/J '98	<b>A6 3.2 FSI quattro SE</b>	Mar '05	<b>S3 Saloon</b>	Oct '10	<b>TT Roadster 2.0 TFSI quattro</b>
<b>A4 quattro</b>	J/F '99	<b>A6 4.2 quattro</b>	May '09	<b>S4 quattro (V8)</b>	Jul '09	<b>TT Roadster 2.0 TFSI quattro</b>
<b>A4 Avant 1.8T Sport</b>	N/D '98	<b>A6 2.0 TFSI</b>	Jul '10	<b>S4 quattro (V8)</b>	Jul '11	<b>TT Roadster 2.1 TFSI</b>
<b>A4 Avant 1.8T Sport</b>	J/A '00	<b>A6 2.0 TFSI Avant</b>	Nov '06	<b>S4 quattro (facelift)</b>	Jul '11	<b>TT Roadster 2.2 TFSI</b>
<b>A4 Avant 1.8T quattro Sport</b>	S/O '99	<b>A6 2.0 TDI SE</b>	Mar '05	<b>S4 (4) quattro</b>	Oct '09	<b>TT Roadster 2.2 TDI quattro</b>
<b>A4 Avant 2.5 TDI quattro</b>	N/D '98	<b>New A6 2.0 TDI</b>	Sep '12	<b>S4 Avant quattro</b>	Jul/Aug '99	<b>TT Roadster 2.2 TDI quattro</b>
<b>A4 Avant 2.8 quattro, Tiptronic</b>	M/J '99	<b>New A6 3.0 TDI quattro SE</b>	Jun '12	<b>S4 (4) Avant quattro</b>	Jul '09	<b>TT Roadster 2.3 quattro</b>
<b>A4 (2) 1.8T</b>	Apr '03	<b>New A6 3.0 BITDI quattro SE</b>	Oct '12	<b>S4 (4) Avant quattro</b>	Apr '11	<b>TTS Coupe</b>
<b>A4 (2) 1.8T L-S line</b>	Sep '04	<b>New A6 Hybrid</b>	Jun '13	<b>S4 Cabriolet</b>	Oct '05	<b>TTS Coupe</b>
<b>A4 (3) 1.8T quattro</b>	Jun '07	<b>New A6 1.8T Multitronic</b>	Jul '02	<b>S5 quattro</b>	Dec '03	<b>TTRS Coupe</b>
<b>A4 (4) 1.8TFSI</b>	Apr '11	<b>A6 Avant 2.0 TDI</b>	Mar '05	<b>S5 quattro</b>	Mar '09	<b>TTRS Plus Coupe</b>
<b>A4 Avant 2.0 TDI</b>			Sep '08	<b>S6 TDI</b>	Jul '11	<b>TTRS Roadster</b>
<b>A4 1.8T Sport</b>						
<b>A5 2.0 TFSI quattro</b>						
<b>A5 2.0 TDI FWD</b>						
<b>A5 2.0 TDI FWD</b>						
<b>A5 2.0 TDI SE</b>						
<b>A5 2.0 TFSI</b>						
<b>A5 2.0 TDI</b>						
<b>A5 3.0 TDI S line</b>						
<b>A5 3.2 FSI</b>						
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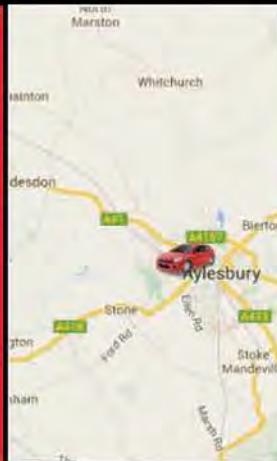


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